

**THE ELKTON HASTINGS HISTORIC FARMSTEAD SURVEY,
ST. JOHNS COUNTY, FLORIDA**



**Prepared For:
St. Johns County Board of County Commissioners
2740 Industry Center Road
St. Augustine, Florida 32084**

May 2009

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Jacksonville, Florida 32207- 6609
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**Bland & Associates, Inc.
Archaeological and Historic Preservation Consultants
Jacksonville, Florida ☎ Charleston, South Carolina ☎ Atlanta, Georgia**

**THE ELKTON HASTINGS HISTORIC FARMSTEAD SURVEY,
ST. JOHNS COUNTY, FLORIDA**

Prepared for:
St. Johns County Board of County Commissioners
St. Johns County Miscellaneous Contract (2008)

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MANAGEMENT SUMMARY

This project was initiated in August of 2008 by Bland & Associates, Incorporated (BAI) of Jacksonville, Florida. The goal of this project was to identify and record a specific type of historic resource located within rural areas of St. Johns County in the general vicinity of Elkton and Hastings. This assessment was specifically designed to examine structures listed on the St. Johns County Property Appraiser's website as being built prior to 1920. The survey excluded the area of incorporated Hastings. The survey goals were to develop a historic context for the farmhouses in the area, and to make an assessment of the farmhouses with an emphasis towards individual and thematic *National Register of Historic Places (NRHP)* potential. Florida Master Site File (FMSF) forms in a SMARTFORM II database format were completed on all newly surveyed structures, and updated on all previously recorded structures within the survey area. A survey log sheet and final survey report, meeting the requirements of Chapter 1A-46.001 FAC, were also produced.

Numerous historic structures were newly recorded within the Elkton and Hastings region during the current project. Previously recorded historic structures in the area were also revisited, and their FMSF forms were updated. In total, forty-four cultural resources were updated / recorded with Smartform II database files as a result of this project. As part of this contract, BAI also completed a number of additional ancillary tasks. These tasks included the preparation of a historic synthesis for the Elkton and Hastings region; the gathering of historic records from numerous repositories in St. Johns County; the development of management recommendations; the completion of this report and a FMSF Survey Log Sheet; informant interviews and interaction with the public; public and agency meetings; and the compilation and incorporation of numerous regulations, references, recommendations, and bulletins within this report.

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ACKNOWLEDGEMENTS

A successful survey of historic properties requires community assistance and cooperation. Among other responsibilities, help is needed to assemble maps, locate sources for local history, and identify old buildings. Inevitably, the survey team accumulates debts that deserve more than our humble acknowledgements. Still, BAI offers these in a spirit of gratitude. BAI is indebted to the County's staff and elected officials, and residents and property owners of Elkton and Hastings for promoting this project. Without the financial and administrative support provided by the St. Johns County Board of County Commissioners, this survey would not have occurred. In addition, BAI would also like to thank: Robin Moore, the St. Johns County Historic Resources Coordinator (especially); the St. Johns County Historic Resources Review Board; the St. Johns County Purchasing Department; and the St. Johns County Growth Management Department. BAI is also grateful for the administrative support of the County Administrator and staff in granting us access to minute books and other historical materials to document some of the County's history. In addition, BAI is grateful for the assistance offered by the staff at the office of the Clerk of Court and the St. Johns County Property Appraiser's Office, who made readily available to us public records in the form of county commission minute books, deeds, and other legal instruments / documents. BAI also thanks the Bureau of Historic Preservation (BHP), especially Fred Gaske, State Historic Preservation Officer (SHPO) and his staff who provided technical assistance and administrative support throughout the project. These most helpful staff members included: Sharyn Heiland, Scott Edwards, Lindsay Hafford, Celeste Ivory, Charly Branham, Allison Vincent, Erin Bailey, Rudy Westerman, Bob Jones, Carl Shiver, Laura Kammerer, Susan Harp, Gerald Brinkley, Samantha Earnest, Crista Hosmer, Jennifer Patnode, and Vincent Birdsong. The historic preservation community in Florida is indebted to Fred Gaske and to Kurt S. Browning, Florida's Secretary of State, for their leadership in maintaining Florida at the forefront of historic preservation in the United States. The Florida Historical Commission (FHC), professionals in archaeology, architecture, history, and other fields in cultural resources appointed by the Secretary of State and Florida's Governor Charlie Crist, provides assistance to the Bureau of Historic Preservation by reviewing grant applications and making recommendations. The citizen volunteers who serve on the FHC collectively devote thousands of hours annually to their tasks. The residents and property owners of Elkton and Hastings owe the Commission a vote of thanks for its support. Finally, BAI issues our appreciation and thanks to the many residents and property owners of Elkton and Hastings, who inquired about our activities, patiently answered our questions, and accommodated our site inspections and the photographs which we took; these individuals included Greg Leonard, Bill Cotton, Wayne Smith, Helen Henderson, and Charlotte Johns. We hope the survey will serve its intended role in the preservation of the cultural legacy of Elkton and Hastings.



CHAPTER 1 – ELKTON HASTINGS HISTORIC FARMSTEAD SURVEY

1. INTRODUCTION

This project was initiated in August of 2008 by Bland & Associates, Incorporated (BAI) of Jacksonville, Florida. The general goal of this project, which was entitled the “Elkton Hastings Historic Farmstead Survey,” was to conduct a historic properties survey of the Elkton Hastings area of St. Johns County, and to make *National Register* recommendations pursuant to this survey. The County was particularly interested in recording these cultural resources due to the increasing rate of development in the area, and the attendant management concerns. More specifically, the county initiated the contract and obtained BAI’s services, as a strategy for historic preservation, to follow up on previous historic preservation recommendations.

In more specific terms, the goals of this project (St. Johns County Miscellaneous Contract, 2008) were to identify and record a specific type of historic resource (farmsteads) located within these rural areas of St. Johns County (Figure 1-1). This assessment specifically covered structures listed on the Property Appraiser’s website as being built prior to 1920. This survey excluded incorporated Hastings. Other survey goals were to establish a historic context for the farmhouses in the area, and to make an assessment of the farmhouses, with an emphasis towards individual and thematic *NRHP* potential. The following items were included within the scope of work (SOW) of the current project:

- 1) Attend one kick-off meeting with County staff to develop research strategies;
- 2) Working closely with County staff, develop detailed narratives of the historical development of the Elkton / Hastings Area. This narrative will include land development patterns, agricultural land use patterns (with particular emphasis upon potato production), significant events, and important people (with particular emphasis upon the ‘potato barons’) and organizations of the community. Informant interviews will also be included in the research;
- 3) Conduct extensive field survey to identify and record historic structures within the areas identified as containing potential historic farmsteads. Assess the individual structures for *National Register* eligibility, prepare Florida Master Site File (FMSF) compliant, digital photographs for each structure;
- 4) Complete a FMSF Survey log-sheet;
- 5) Update previously recorded sites and submit newly listed sites to the Florida Master Site File (FMSF) in completed, SMARTFORM II database forms for each structure recorded, including required map locations, and photo-documentation. One complete set of FMSF forms will be provided to the County, and one set will be provided to the FMSF;
- 6) Develop a final report including history, methodology, results, and recommendations of the survey. A copy of the report shall be filed with the County, and the FMSF, Division of Historical Resources (DHR), in accordance Chapter 1A-46 of the FAC.



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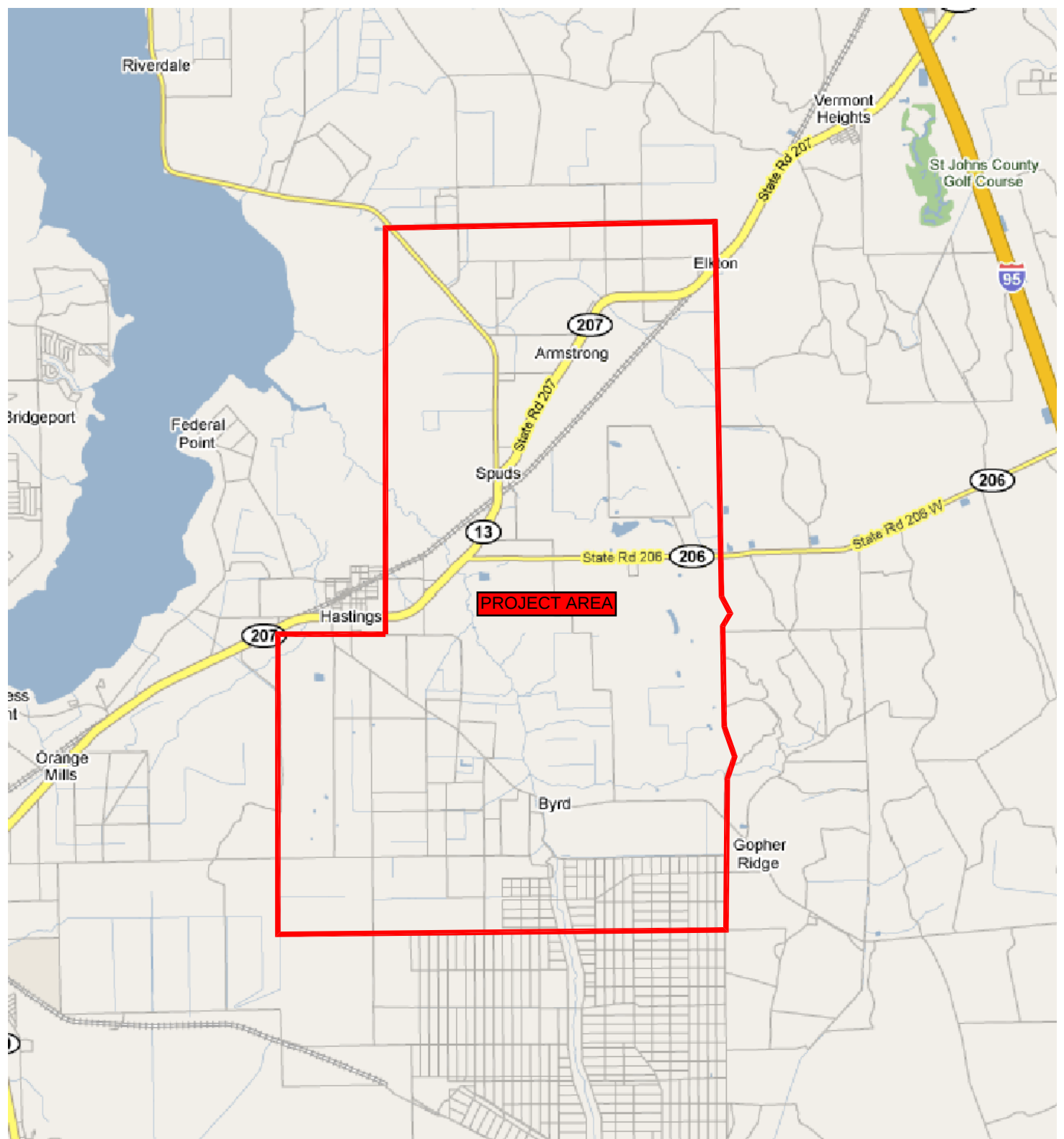
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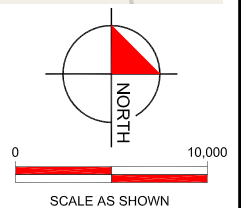
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Source: USGS 1:24000, Elton (FL), Hastings (FL), Spuds (FL), Quadrangles



Based upon these contract requirements, a project-specific research design was developed before fieldwork commenced. It was necessary to incorporate the specific requests and needs of the County, DHR requirements, the requests of the public, the requests of the local historic advisory committee, the previous results of earlier research within the area, and the time-frame and funding involved within this overall research design. This research design therefore revolved around the numerous goals which we were requested to address. This project also needed to lay the groundwork for additional cultural resource studies, and provide much needed contextual information that would assist the County with its comprehensive planning efforts. In order to meet these specific goals, a number of tasks were outlined and completed. These tasks included the following:

- 1) BAI personnel revisited all previously recorded, historic structures located within the very large, assigned project area. The current phase of fieldwork consisted of physically going to each structure on a public right-of-way (ROW) and verifying its current condition and mapped location; each structure was then digitally photographed in accordance with current DHR, digital photographic standards. An updated SmartForm II computer file for each resource was completed for submission to the FMSF. A large part of this project consisted of the review and reconciliation of large quantities of raw data which were generated by previous historic structure survey work within the project tract.
- 2) Previously unrecorded, historic structures were documented within the project tract during the current project. Previously recorded historic structures in the project tract were also revisited, and their FMSF forms were updated. In total, 44 resources were updated / recorded with Smartform II files as a result of this project.
- 3) BAI met with numerous local citizens, and these informants provided a wealth of historic information. Through public requests for assistance, public meetings with local citizens, meetings with local community leaders and pastors, meetings with county staff, cooperation with local law enforcement, and going door to door, BAI strongly encouraged all residents of the project tract to contact us with any historic information. The County Planning Department, the Property Appraiser's Office, the local public library, state archival facilities, and the St. Johns County Courthouse were several invaluable, local resources. This level of public involvement was necessary in order to make the report as inclusive as possible, and to address as many of the cultural resource concerns as possible.
- 4) Extensive historic background research was also conducted on the history of the Elkton Hastings area. Specific, heavy emphasis was placed upon the examination of previously unrecorded architectural styles, as well as synthesizing the historic themes of the area. This data was directly requested by the County in order to facilitate the possible development of recommended architectural guidelines for new construction in the area. The records examined by our historian included architectural renderings and blueprints, articles of incorporation, contracts, leases, and property agreements, deeds, director's minutes, inventory books, legal instruments, ledger books, maps, city directories, maps, newspapers, periodicals, Sanborn



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Company maps, and microfilm collections of government records and documents. From a cartographic standpoint, we also used old military aerial photographs, military atlases, old geological maps, service maps, Gazetteers, old road maps, city guides, current and old municipal records, and anything else we could locate. The goal of this documentary research was to provide a historic context for the historic development of the Elkton Hastings area. Building-specific information was also developed on numerous structures, which led to some significant discoveries.

5) Current regulations and laws that apply to historic structures have been incorporated throughout this report. Numerous other topics are addressed in depth within this report in direct response to questions regarding regulatory procedures, eligibility requirements, protective measures, examples of effective ordinances, legal definitions, and due processes. In this manner, one function of this report is to serve as a suggested reference library, and to provide regulatory linkages to the historic preservation ordinance and zoning and planning regulations currently in place within the county.

6) A FMSF Survey Log Sheet and a comprehensive report were also prepared and given to the County and DHR.

11) The structural resources of the Elkton Hastings area are a non-renewable resource of growing importance to heritage tourism, and historic structures with above ground remains are especially well suited to public interpretation exhibits. From a land planning standpoint, an up-to-date historic structure survey is the important step in determining how historic structures and their settings should be preserved, used, managed, and interpreted. Historic structure surveys are essential within the urban and heritage tourism planning process, and they are a critical step before more detailed historic preservation plans, interpretive plans, and adaptive use concepts can be developed. This project represents the first phase of a modern, comprehensive management effort on the part of the County to administer its diverse and irreplaceable cultural resources. To this end, BAI has made numerous management recommendations regarding the County's future supervision of its cultural resources, and these recommendations can be found at the end of this report.



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CHAPTER 2 – ELKTON HASTINGS HISTORIC FARMSTEAD SURVEY

II. CRITERIA AND METHODOLOGY

All surveys conducted in association with the Bureau of Historic Preservation (BHP), Division of Historical Resources (DHR), Florida Department of State (DOS), utilize the criteria for listing of historic properties in the *National Register of Historic Places (NRHP)* as a basis for site evaluations. In this way, the results of a survey can be used as an authoritative data bank for those agencies required to comply with both state and federal preservation regulations. The criteria are worded in a subjective manner in order to provide for the diversity of resources in the United States. The following is taken from criteria published by U. S. Department of the Interior (DOI) to evaluate properties for inclusion in the *NRHP*.

2.1 Criteria for Evaluation

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, and association, and:

- A) that are associated with events that have made a significant contribution to broad patterns of our history;
- B) that are associated with the lives of persons significant in the past;
- C) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;
- D) that have yielded, or may be likely to yield, information important in pre-history or history.

Certain properties shall not ordinarily be considered for inclusion in the *NRHP*. They include cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past fifty years. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A) a religious property deriving primary significance from architectural or artistic distinction or historical importance;
- B) a building or structure from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
- C) a birthplace or grave of a historical figure of outstanding importance if there is no appropriate



site or building directly associated with his productive life;

D) a cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;

E) a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;

F) a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or

G) a property achieving significance within the past fifty years if it is of exceptional importance.

The Bureau of Historic Preservation employs the same criteria in a less restrictive manner for selecting properties to be placed in the Florida Master Site File (FMSF), a repository located at the R. A. Gray Building in Tallahassee. The process allows for the recording of properties of local significance that could not be included in the *NRHP*. It should be pointed out that the FMSF is not a state historic register, but an archive that holds thousands of documents intended for use as a planning tool and a central repository containing data on the physical remains of Florida's history. Each FMSF form represents a permanent record of a resource.

The inclusion of buildings in the survey was based on criteria established by the U. S. Department of the Interior for listing buildings and properties in the *NRHP*. Extensive additions and modifications, the use of incompatible exterior sidings and windows, and porch removal or enclosure are typical alterations that cause a building to lose its historic character. An ordinance of local government may define historic properties or historic resources under criteria contained in that ordinance. The identification of historic resources begins with their documentation through a survey conducted under uniform criteria established by federal and state historic preservation offices. Survey is a gathering of detailed information on the buildings and structures that have potential architectural or historical significance. The information provides the basis for making judgments about the relative value of the resources. Not all resources identified or documented in this survey process may ultimately be judged "historic." Still, all resources should be subjected to a process of evaluation that results in a determination of those which should be characterized as historic under either federal or local criteria.

The Florida Master Site File (FMSF) is the state's clearinghouse for information for field surveys and on archaeological sites, historic-period bridges, cemeteries, and standing structures. A system of paper and computer files, is administered by the Bureau of Historic Preservation (BHP), Division of Historical Resources (DHR), Florida Department of State (DOS). The form on which a building is recorded is the FMSF form for standing structures. Other forms are available for bridges, cemeteries, archaeological sites, and groups of associated resources on record group forms. Recording a resource on a FMSF form does not mean that it is historically significant, but that it meets a particular standard for recording. A building, for example, should be fifty years old or more before it is recorded and entered into the FMSF. Lastly, and perhaps



most importantly, relatively few buildings or sites included in the FMSF are listed in the *NRHP*, the accepted criterion for a “historic resource.”

The survey process also includes evaluating the condition of each building, which was evaluated according to standards established by the U. S. Department of the Interior (DOI). A subjective evaluation, the condition of each building is assessed based upon a visual inspection of the structural integrity, roof profile and surfacing, the integrity of the exterior wall fabric, porches, window treatments, foundation, and the general appearance of the building. Not permitted on private property, the surveyors inspected each building in the Elkton-Hastings survey area from the public right-of-way (ROW). No attempt was made to examine the interior of buildings, or closely inspect the foundation or wall systems for the extent of integrity, or deterioration, or insect infestation. Consequently, some buildings evaluated as “good” may upon further inspection be found in a “fair,” or even “deteriorated” condition. In like manner, some buildings labeled as fair may indeed possess substantial integrity of wall framing with only inconsequential exterior fabric deterioration.

2.2 Methodology

Cultural resource management involves a series of activities carried out in succession. The first activity is survey, which is a systematic examination of historic properties. Survey is undertaken to determine the nature, extent, and character of historic properties, which includes buildings, structures, objects, sites, or districts significant in national, state, or local history. Survey should be clearly distinguished from registration and protection of historic buildings, which is provided through listings in the *NRHP*, and, just as importantly, by enacting historic preservation ordinances.

There are several methodologies for a survey. One approach is the thematic survey, which identifies all historic properties of a specific type, such as a survey of African-American schools, courthouses, or lighthouses in Florida. A more common survey is the geographic type, which results in a comprehensive recording of all significant themes and associated properties within established geographic boundaries, such as a subdivision, neighborhood, or a municipal limit. The goal of this project was to identify and record a specific type of historic resource located within areas of St. Johns County which are located in the general vicinity of Elkton and Hastings. The assessment was specifically designed to cover forty-five structures listed on the St. Johns County Property Appraiser’s website as being built prior to 1920. The survey excluded incorporated Hastings. The survey goals were to establish a historic context for the farmhouses in the area and to make an assessment of the farmhouses with an emphasis towards individual and thematic *NRHP* potential.

The survey was designed to update the historic standing structures previously recorded in the Elkton and Hastings region, reconcile duplicate FMSF forms, correct inaccurate addresses, document destroyed buildings previously recorded, record previously unrecorded resources, and assess the resources for the formation of potential historic districts and individual National Register Nominations with a thematic or Multiple Property Submission format. The FMSF



numbers and addresses of the previously recorded resources appear in the Appendices of this report. The Appendices also contain the addresses of all resources recorded during the survey.

The survey began after county staff secured PIN designations from the St. Johns County Property Appraiser's website for all pre-1920 buildings located with the Elkton and Hastings region. That information yielded addresses and maps by which the buildings were located and recorded. Consecutive record numbers were used to organize the resources as they were inventoried. As historic-period buildings were inventoried, their locations were noted on property appraiser maps, architectural data recorded in the field, and a digital image taken of each resource. All photographs taken of the historic structures during the current project tract were executed by BAI Senior Historian Sidney Johnston, MA. Myles C. P. Bland, RPA, served as the Principal Investigator.

During the course of the survey, forty-four resources were recorded. But, it was found that one of the resources listed on the Property Appraiser's website--7695 Hub Bailey Road--was destroyed. In addition, three other resources listed on the website--3650 S CR 13 K, 5105 St. Ambrose Church Road, and 5475 St. Ambrose Church Road--were protected by no trespassing signs, private road signs, and/or locked gates and consequently were not recorded. Because Bland & Associates, Inc. has an expressed policy of not trespassing on private property and after attempts by Robin Moore, the St. Johns County Historic Resources Coordinator, to contact the owners of the properties to request permission for access to take a photograph of the associated historic building, the latter three resources were not recorded. One nineteenth century dwelling not appearing on the Property Appraiser's website and two historic-period outbuildings accounts for the forty-four recorded buildings and structures as part of the survey. The integrity of each resource was evaluated on the basis of guidelines established by the *NRHP* and the *FMSF*. The survey team respected private property rights and recorded the resources from the rights-of-way.

Following the field survey, *FMSF* forms were prepared using a *SMARTFORM* template. The properties previously surveyed were updated. In addition to architectural data, each building was assigned a style, address, legal description, date of construction, and present and original use. The condition of each building, a subjective evaluation, was assessed based upon visual inspection from the public right-of-way (ROW) of structural integrity, roof surfacing, exterior wall fabric, porches, window treatments, foundation, and the general appearance of the building. Not permitted on private property, the surveyors inspected each building from the rights-of-way, making no attempt to closely inspect foundation or the wall systems for structural integrity. Analysis of the properties was then conducted by dates of construction and development trends, functions and uses, condition, and architectural styles. The buildings were then assessed for the formation of historic districts. It was found that no potential historic district could be formed from the collection of pre-1920 historic resources in the Elkton and Hastings region. Instead, a collection of individual buildings were evaluated and identified as possessing sufficient age, integrity, and significance for *National Register* listing.





CHAPTER 3 – ELKTON HASTINGS HISTORIC FARMSTEAD SURVEY

III. HISTORICAL DEVELOPMENT OF ELKTON AND HASTINGS

3.1 Colonial Period Contexts, 1516-1821

Between the sixteenth century and the 1760s, the Spanish Crown experienced significant difficulties developing Florida into more than a military outpost at St. Augustine. It encouraged settlers to develop farmsteads outside of the town, but attacks by Native Americans and Colonial southerners to the north hampered growth. In 1702, the Spanish erected a series of fortifications to protect St. Augustine. Later, additional forts were installed to broaden their line of defense. Those included Fort Matanzas, Fort Picolata, and Fort San Diego. Work on those fortifications began in the late-seventeenth century and improvements were made during the eighteenth century (Adams Bell Weaver 1985:17, 20).

Between 1655 and 1702, Spanish settlers carved ranches out of the wilderness along the coast, Diego Plains, and the St. Johns River. Spanish governors issued land grants to encourage settlement of the region and create a diverse economy. Depicted on a 1764 map prepared by John Gordon and held in the Crown Collection, grants of the period included Aramasaca (near Switzerland and Julington Creek); Diego Plains; La Baria (east of Picolata); Palica (near the Matanzas River and Moses Creek); Picolata (astride Six Mile Creek and St. Johns River); San Onofre y Pirirgiqua (near Deep Creek); and Toco y (between Deep Creek and Toco Creek). The Elkton and Hastings regions lie in the San Onofre y Pirirgiqua grant associated with the heirs of Don Antonio and Don Diego Argueller (Figure 3-1) (Hulbert 1915; Adams Bell Weaver 1985:18, 22).

Farmers and ranchers cleared land for cattle and citrus. But, the growth of English colonies to the north and forays by those settlers and militia into Florida de-stabilized the nascent agricultural economy and mission system. In 1702, Governor John Moore of South Carolina attacked St. Augustine and burned the city. Later, in 1740, James Oglethorpe led his Georgia troops into Florida. Oglethorpe captured Fort San Diego north of St. Augustine and Fort Picolata on the St. Johns River, using the former as his Florida headquarters. He laid siege to St. Augustine, but eventually withdrew. In 1742, following the Oglethorpe invasion, the Spanish completed Fort Matanzas to prevent enemy warships and boats from sailing on the Matanzas River to attack St. Augustine from the south. In 1743, Oglethorpe again invaded Florida and burned Fort San Diego upon his departure. Although Oglethorpe's troops had destroyed Fort Picolata in 1739, the Spanish rebuilt it in 1755, this time with coquina. Despite the protective measures taken by the Spanish Crown, the incursions by the English dampened further expansion of the land grant system and the nascent economy based on cattle ranching and citrus languished (Adams Bell Weaver 1985:18, 22; Sastre 1995:26-29, 32, 35).

In 1763, the Spanish Crown, for its part in backing the defeated French in the Seven Year's War, agreed to surrender Florida to England. The British Crown appointed James Grant as governor of East Florida with a dividing line established between East Florida and West Florida at the



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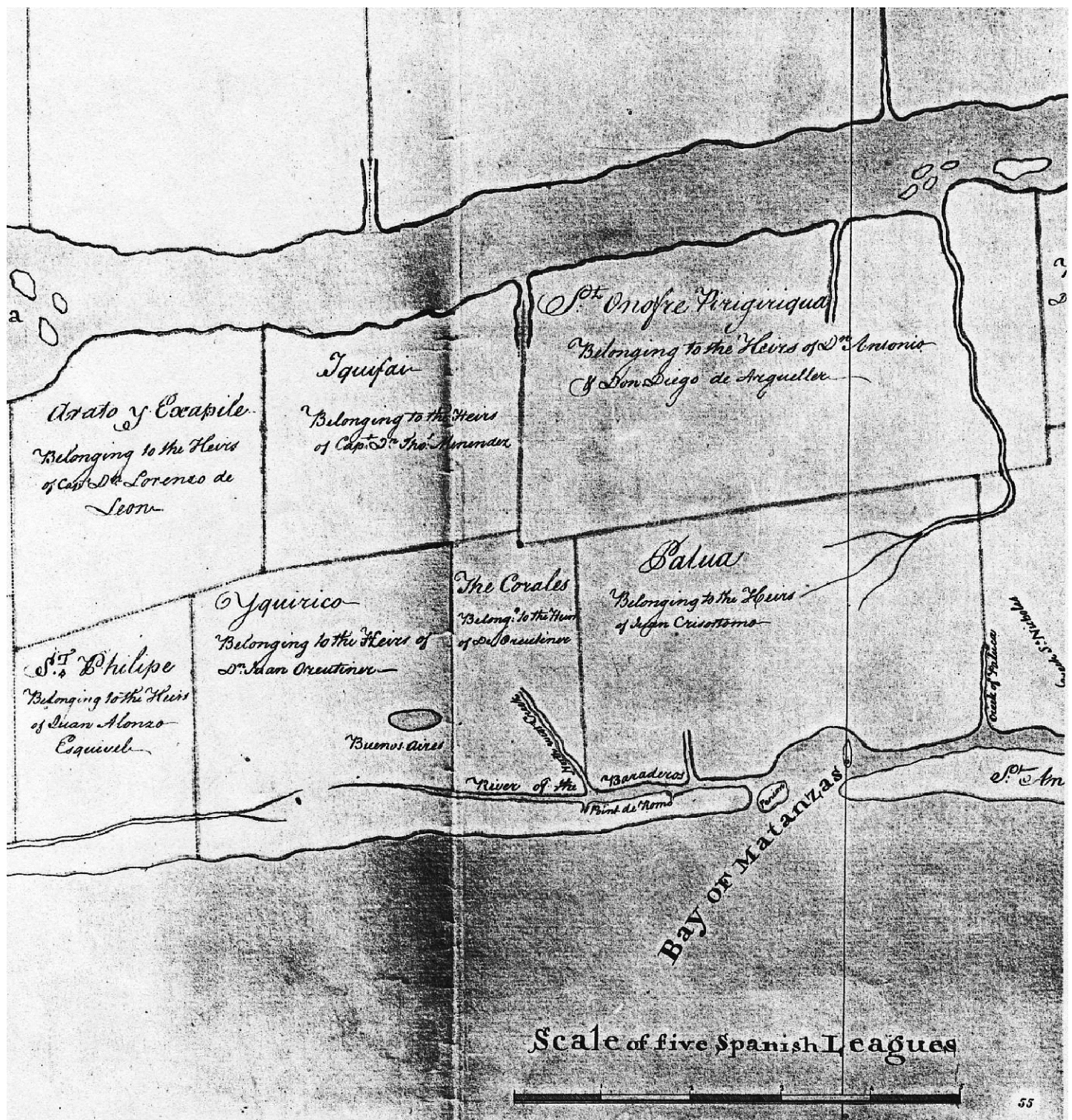
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Northeast Spanish Florida, 1764 (Hulbert 1915)

Apalachicola River. St. Augustine became the provincial capital of East Florida. In 1765, Indian leaders and Crown officials met at Picolata, where they agreed to limit English expansion to the northeastern part of the province. The British invalidated the earlier Spanish land grants and implemented a liberal land grant system. British accounts, including those of William Bartram, indicated that citrus groves sprinkled the banks of the St. Johns River and near St. Augustine. Within several years, Grant's Villa, the governor's plantation, became a model plantation producing indigo and functioning like a modern agricultural experiment station (Gannon 1993:20-23; Harper 1958:118; Schafer 1982:49-50; Rogers 1976:479; Siebert 1929 1:68; Mowat 1943:21-26, 53-55, 61).

The British found Florida with few remaining European settlers, for more than 3,000 people left with the evacuating Spanish. Without colonists, the English government realized its plans for developing the province were threatened. Consequently, Grant and the British Crown launched a vigorous public relations and land grant program designed to encourage settlers and development. The program enjoyed some success, for between 1764 and 1770, approximately 3,000,000 acres of grants were issued by the Crown in East Florida alone. But, only sixteen grants were settled by English grantees by the outbreak of the American Revolution (Rogers 1976:479; Siebert 1929 1: 68; Mowat 1943:21-26, 53-55, 61; Schafer 1995:1-11).

Several colonizing experiments and some plantations were dismal failures. Governor Grant encouraged Scottish investment in East Florida. Andrew Turnbull, a Scottish physician, developed a site in present-day New Smyrna Beach. Turnbull and Sir William Duncan were awarded grants of 20,000 acres each and with Sir Richard Temple the three partners provided the capital necessary to develop a large plantation in Florida. Turnbull was chosen as plantation manager. In 1768, Turnbull set sail with 1,403 colonists of Corsican, Greek, Italian, and Minorcan descent. The settlers were intrigued with the prospects of a life of freedom, security, and peace in a sunny land of orange groves, religious toleration, and gentle breezes. Instead, they encountered a reality of excessive heat, mosquitoes, and a jungle-like climate. Turnbull failed to provide the colonists with sufficient food and housing, which set the stage for the eventual collapse of the colony. An unsettled political and economic environment associated with intrigues between Governor Tonyn and Turnbull and the American Revolution exacerbated the colony's unstable footing. During May and June of 1777, most of the settlers migrated north to St. Augustine. In January 1778, six months after abandoning New Smyrna, only 419 colonists remained alive, 128 of whom were children born at New Smyrna. Still, the migration of southern European peoples to St. Augustine, especially the Minorcans, forever changed the landscape of northeast Florida. Some families of Minorcan descent migrated southwest of St. Augustine in the nineteenth century to Moccasin Branch and later founded Elkton (Griffin 1990: 51-54, 198; Panagopoulos 1978:10-11, 45, 57-58, 67, 174; Rasico 1992:1-5).

The St. Johns River became a popular site for grantees and some plantation building. Published in 1769, William DeBrahm's map of East Florida (Figure 3-2) depicted the region between the Atlantic Ocean and the St. Johns River southward to modern-day Brevard County. A native of Germany trained as an engineer, William Gerard DeBrahm immigrated to America in the 1740s,



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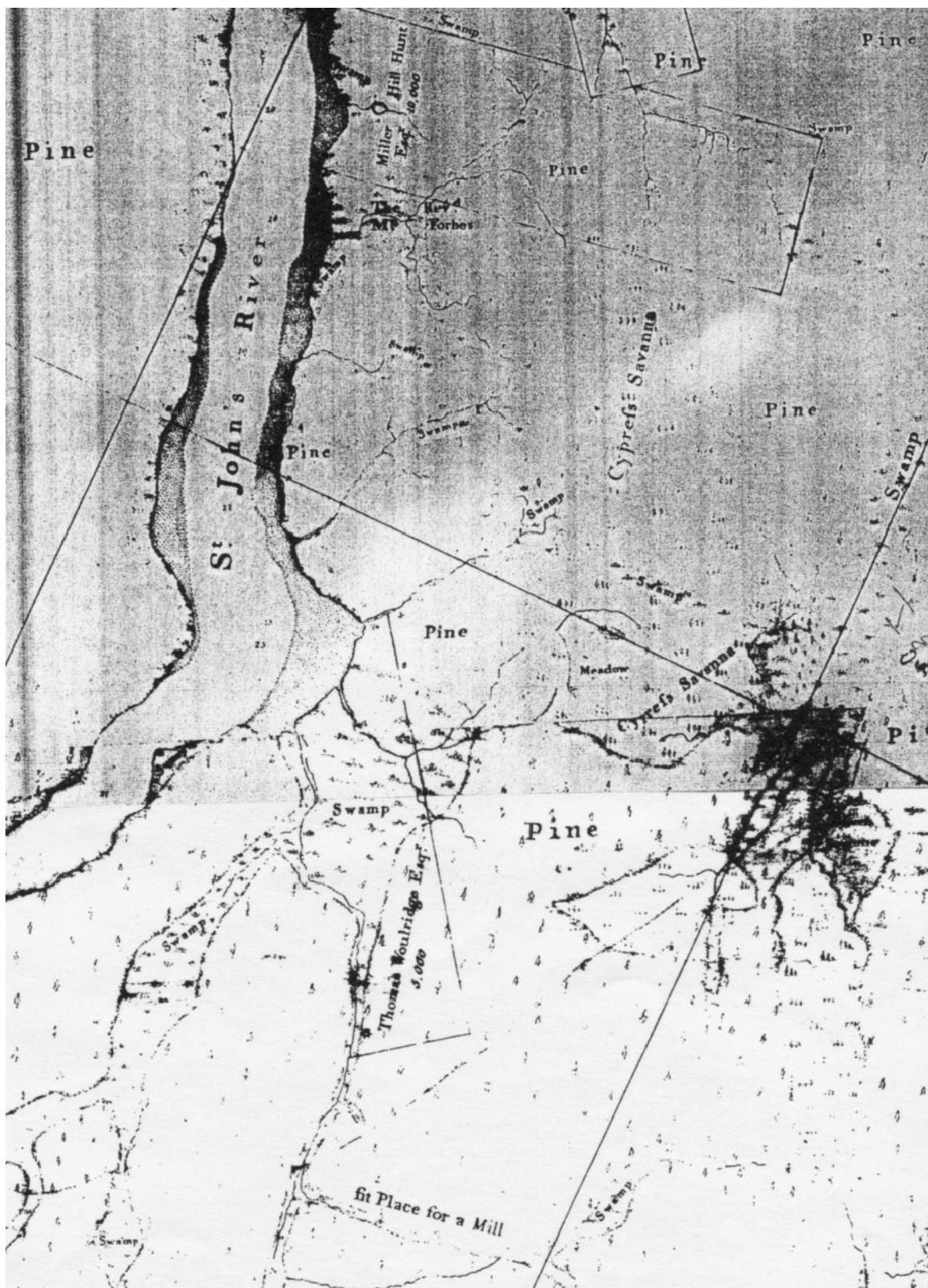
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Deep Creek Region British East Florida, 1769 (DeBrahm 1769)

arrived in Georgia in 1751, and published his first map of the colony in 1752. DeBrahm's skill as a cartographer soon extended beyond Georgia, and England's surveyor general called upon the engineer to develop plans for defenses and coastal maps. He was appointed surveyor general for the southern district of North America in 1764 and relocated to St. Augustine in 1765 to serve as East Florida's surveyor general of lands. But, friction developed between Governor Grant and DeBrahm, who was ordered to London in 1771 to answer charges of malpractice in his official capacity. In 1773, while in London awaiting his hearing, DeBrahm published a lengthy textual report replete with maps of the coasts of South Carolina, Georgia, and East Florida. In 1774, he was reinstated as East Florida's provincial surveyor, all the while retaining the title of surveyor general of the southern district of North America (DeVorse 1971:6-8, 33-35, 46-47).

In addition to financial compensation, DeBrahm received various land grants in Georgia and Florida for his loyalty and services to the British Crown. DeBrahm acquired substantial landholdings in Georgia in the 1750s. But, he became disenchanted with his lands near Savannah and sold most of those holdings. By 1757, he had based his operations at "Anaugusta" near Ebenezer, when he remained until 1760, when he built a home in Savannah. Despite his superior abilities at mapping, DeBrahm "as not a great planter and did not understand how to use slavery and land to gain riches..." (Gallay 1989:98; DeVorse 1971:27-29, 34, 44).

DeBrahm played an important role in charting Florida's coast and St. Johns River region, marking the extent and names of grants, an important contribution to the cartographic history of Florida's brief English period (1764-1783). Despite DeBrahm's substantial engineer skills, he assigned names to a number of lakes that later were changed, including Lake Beresford, Lake Grant, and Lake Gordon, which were later renamed Lake Jesup, Lake George, and Crescent Lake, respectively. To further complicate matters, a smaller unnamed lake on DeBrahm's 1769 map was later named Lake Beresford. In present-day St. Johns County, Observation Creek was later renamed Deep Creek, and Woodcutter's Creek was later designated Moultrie Creek, all historical circumstances that caused later some historians to doubt DeBrahm's cartographic skills (DeBrahm 1769).

DeBrahm's plats and maps aided the British Crown in conceptualizing the development of East Florida. The British Crown conceived settlement in the province far different than the settlement patterns used in neighboring Georgia and South Carolina, where colonial and trustee officials had issued relatively small tracts. In East Florida, large grants of property ranged between 5,000 and 20,000 acres. Because of their relatively large size, Henry Laurens of South Carolina saw little promise in the colony. An agent for several prominent English investors, Laurens cautioned Governor Grant and various grantees about the difficulty of developing and securing good plantation lands in large quantities. He also believed that one young motivated South Carolinian could "...do more essential service in that Young Colony than fifty Noble Men with patents for 20,000 acres each" (Rogers 1976:485).

Grants and plantations documented by DeBrahm along the St. Johns River near modern-day Elkton and Hastings included the Ann and Miller Hill Hunt grant, a 10,000-acre tract that



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radiated east of the banks of the St. Johns River one-and-one-half miles south of Fort Picolata. The trail between St. Augustine and Fort Picolata extended through the Hunt grant, which was also intersected by a corner of the William Jackson grant along its north boundary. By April 1768, the Hunts were cultivating corn, rice and indigo. At Hunt Plantation they developed two square miles of agricultural fields cleared and fenced and another square mile enclosed with wood rails. Six carpenters hired for twelve months helped them accomplish that task, and they also constructed dwellings and other buildings. Indigo became the Hunt's primary crop supplemented by corn and other crops. They hired Donald Kennedy, a Scot from Edinburgh, to oversee Hunt Plantation. After the outbreak of the American Revolution tar, pitch, turpentine, and timber became the plantation's top income producers. The Hunts operated their plantation continuously between 1768 and 1784. In the early 1780s, Colonel Thomas Brown worked several of his slaves at the Hunt Plantation. Farther upriver, or south, the Reverend Mr. Forbes held a small grant and near present-day Riverdale, the English Crown in 1766 awarded 10,000 acres to Anthony Tissington, a London merchant. The southern boundary of the grant was near present-day McCullough Creek. The Tissington grant remained fallow into the early 1780s when Loyalist refugees arrived in the province (DeBrahm 1769; [Floridahistoryonline](#)).

Farther south near present-day Hastings the English Crown granted 5,000 acres with river-front exposure in 1767 to Thomas Woolridge. Other Woolridge grants included a town lot in St. Augustine and 4,000 acres of pine barren. Radiating between McCollough Creek, Moccasin Branch, and Observation Creek (Deep Creek today), the river-front tract supported abundant cypress swamps and appeared to hold great promise for rice cultivation. Woolridge received a second grant farther east, a pine barren that he rented to planter Robert Bissett. Other man-made and natural features depicted by DeBrahm in the vicinity of Woolridge's riverfront grant and in the vicinity of Hastings included a "fit Place for a Mill," "an old Indian Path," and the "Path from Mount Pleasant to St. Augustine." It appears that the latter closely follows the alignment of present-day State Road 207. Beyond Observation Creek, DeBrahm described the modern-day Elkton region as cypress swamps and pine lands. Farther south, DeBrahm documented Denys Rolle's Mount Pleasant Plantation, the site of present-day East Palatka (DeBrahm 1769; [Floridahistoryonline](#)).

Woolridge, his wife, Susannah, and white servants arrived in St. Augustine in January 1767. Upon his arrival in East Florida, Woolridge surrendered an order for a seat on the Royal Council to Governor Grant, who called him a "...mean low poor creature despised by everybody." But, Woolridge had his political supporters and remained active politically in the East Florida government. He initially received an appointment as provost marshal in 1767 through the influence of the Earl of Dartmouth. Woolridge filled the dual military post of fort adjutant and barrack master between 1769 and 1772, and in December 1771 received a civilian appointment as receiver general of quit rents. Governor Moultrie suspended Woolridge in July 1772 for leaving the province without obtaining official permission. After being suspended from office, Woolridge sailed to London to request reinstatement, but by 1777 was bankrupt and never returned to East Florida. Adjacent to the Woolridge grant at the river and Observation Creek was the 5,000-acre Henry Constable grant. It appears that both the Constable grant and Woolridge's



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riverfront grant remained undeveloped during the British period (DeBrahm 1769; Rogers 1976:479; Siebert 1929 1: 68, 2:152-153; Mowat 1943:20, 21-26, 43, 53-56, 60-61, 165-166; Schafer 1995:1-11; Floridahistoryonline).

East Florida played an important role in England's North American policies, which encouraged settlers to move either to the north or south of existing settled areas. The policy attempted to block migration west of the Appalachians, where contact with Native Americans disrupted England's foreign affairs. The opening of British Florida created a fourteenth colony to settlers from the Carolinas and Georgia in the 1760s and briefly helped England displace some of its westward frontier pressures (Rogers 1976:479-487; Mowat 1943:21-26, 53-61; Bailyn 1986:431-434, 451-452).

In East Florida, Grant encouraged settlement by improving existing roads, such as the alignment between St. Augustine and Picolata, the path between St. Augustine and Mount Pleasant, and established new roads. By December 1767, the route for a road had been surveyed between St. Augustine and Mosquito Inlet to the south. Completed from the provincial capital to the Matanzas swamp by 1772, the road was opened to Mosquito Inlet in late-1774 and into south Georgia by 1775. The road followed a relatively long, circuitous inland route through the higher pine forests to avoid a shorter, but more expensive alignment with many bridges across extensive creeks, marshes, and rivers closer to Florida's coastline. Later called by historians "Florida's First Highway," the King's Road encouraged some British investors and settlers to organize plantations near its alignment (Coombs 1975:37-74; Adams Schafer Steinbach Weaver 1997:1-2).

Despite the improvements undertaken by the British Crown, many grants were speculative, and most were sold and re-sold to other absentee speculative owners and planters. Many remained undeveloped and held by members of the East Florida Society of London, a consortium of influential and wealthy Scots and Britons intrigued with investments in North America. The society contributed to the Scottish renaissance of the late eighteenth century. Although most members of the society consisted of Scots, English and Irish investors soon gained admittance into the society and invested in East Florida real estate. The society, and its heavy influence in the settlement of Florida, rankled many Patriots in Georgia and South Carolina who perceived the colonization of large tracts as corrupt English politics and undue political influence by absentee landlords. During the era preceding the American Revolution, East Florida real estate attracted more British investment than any other Crown province from the Bahamas to Nova Scotia. Between 1764 and 1770, the Privy Council issued 227 orders for 2,856,000 acres in East Florida. In contrast, the council issued orders for 2,108,000 acres in Nova Scotia, Quebec, and West Florida combined. Each member of the society received an order in the Privy Council that served as a warrant to survey lands in East Florida. Most members appointed a person to select land for them and prepare a survey. After the survey was recorded in the governor's office, the Crown's official issued the land grant. One of the requirements to obtain permanent title to the land required a grantee to "...settle the Lands with protestant White Inhabitants within ten Years



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for the Date of the Grant in proportion of one person for every hundred Acres” (Rogers 1976:479-487; Siebert 1929 2:367).

Throughout the American Revolution, the royal province of East Florida remained conspicuously loyal to the Crown. The agents of prominent British absentee owners managed most plantations, which had been acquired through influence and politics at the highest levels of English government. Only recently making huge investments in buildings and slaves, members of the East Florida Society of London had no intention of yielding to Patriot demands or influence. East Floridians realized that the amount of money expended in the province by the British government greatly exceeded the taxes they paid. They also needed the protection of the Crown. Residents of the sparsely settled region could not afford to protect themselves from Native Americans. In addition, African-American inhabitants outnumbered whites two-to-one, and an exposed coastline, vulnerable to French and Spanish warships, also demanded security. The presence of the British Army irritated colonists in heavily populated areas in England’s older colonies, but in Florida their presence gave residents a sense of well-being. In 1782, many Loyalists from Charleston and Savannah fled to East Florida to avoid persecution by Patriots. The population of East Florida increased from 3,000 in 1776 to nearly 17,000 by 1784. But, many of those Loyalists and settlers abandoned the colony in the latter year, when the British Crown returned Florida to Spain as part of its agreement outlined in the Treaty of Paris, which ended the American Revolution (Proctor 1978:1-7; Rogers 1976:495).

Development in East Florida slowed following the transfer of Florida to Spain in 1784. To promote settlement, the Spanish Crown emulated British policy by improving roads and awarding large land grants. With a few notable exception, the Spanish government rejected British grant claims. Then, in 1790, the Crown issued a royal order that opened East Florida to all English speaking settlers professing the Roman Catholic faith. Among the few requirements for land ownership leading to the establishment of a farm or plantation included evidence of financial resources and the swearing of an oath of allegiance to Spain. Contrary to official policy elsewhere in the Spanish empire, the Crown permitted non-Catholics to settle and receive land grants in Florida. Still, military conflict became endemic in the colony in the 1790s, in part, because of the economic and social unrest prevailing throughout Europe that persisted between the French Revolution and the Napoleonic Wars (Tanner 1963:13-36; Miller 1974:1-10).

Late in the second Spanish period, headright and service grants accounted for a large number of acres furnished to settlers and loyal subjects of Spain. Between 1815 and 1818, the Crown awarded seventy-eight headright grants, amounting to 47,496 acres, or twenty-two percent of all grants later confirmed by the United States Board of Land Commissioners. In contrast, service grants to veterans during the same four years amounted to 322,884 acres, which accounted for more property than all the headright grants awarded during the entire second Spanish period. The service grants were most often associated with military service or government duty. Eighteen individuals received most of the service grants awarded by the Spanish Crown, and eleven grantees received more than 10,000 acres each during those four years (Hoffman 2002:269-271).



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The Spanish Crown granted several tracts near present-day Elkton and Hastings. Most grants awarded near those communities came late in the period. In 1810, Bartolo Solano received from the Spanish Crown a donation grant consisting of 640 acres in what then was known as Big Cypress Swamp at Moccasin Branch. The grant radiated across both sides of the branch at a prominent bend one-half mile east of Masters Road. Assisted by members of the Crespo family, Solano built houses and livestock pens, dug a well, and herded cattle. In the 1820s, Solano claimed a herd of approximately 100 cattle. An early nineteenth century survey (Figure 3-3) prepared of Solano's holdings indicate that his primary plantation stood northeast of Moccasin Branch. The Solano family became synonymous with cattle ranching during the second Spanish period. Manuel Solano worked as a government cattle contractor with Francisco Pellicer. Pellicer and Solano were prominent Minorcans who remained in St. Augustine during the transition between British and Spanish rule, and then grew to prominence in the early nineteenth century (SLG Confirmed S74; Landers 2000:155).

Farther south, Hannah Smith received 480 acres near the headwaters of Deep Creek east of present-day Hastings. Smith received the land grant in December 1817, in part, as her quota from the Spanish Crown that corresponding to the size of her family. In addition to a husband, Josiah Smith, an Amelia Island merchant, Hannah Smith then had three children living at home and maintained thirteen slaves between the ages of sixteen and twenty-eight years old. But, Smith found she could not occupy the Deep Creek property, in part, because of "Indian difficulties," in part because of "murders that were committed throughout the country," and, in part, because of "negro thieves." To remedy the circumstances, Smith acquired in April 1819 from Cristobal Sada of St. Augustine a 390 acre farm at Santa Lucia on the North River near St. Augustine. Between 1825 and 1839, Hannah Smith was engaged in civil litigation with Margaret Capias, Eleanor Hogans, and Abigail Seymour over the sale of real estate and slaves (SLG Confirmed S64, S65).

Smith's experience was part of a larger framework of violence in East Florida near the close of the second Spanish period. In the early nineteenth century, the United States sought to acquire Florida from Spain. The largely undeveloped area tempted the expansionist government and private land speculators lobbied in Washington for its acquisition. Over the years, Florida had presented the federal government with numerous problems. The area provided a haven for runaway slaves and Seminole Indians, who became involved in armed conflicts with settlers residing in Georgia and Alabama. Florida provided a setting for contraband trade and slave smuggling. Amelia Island, especially, with its close proximity to Georgia and a deepwater port, was a center of this activity. Due to its strategic geographic location, Florida was perceived by the government to pose a threat to national security. The area could serve as a base for attacks against the United States if it was acquired by a foreign power, particularly England. The Patriot Rebellion of 1812 resulted in the plunder and destruction of plantations throughout East Florida. Although some plantations were rebuilt and others started from scratch, when Andrew Jackson invaded Florida during the First Seminole Indian War (1815-1818) it became clear that Spain no longer could hold or control Florida. Incidents on Amelia Island in 1812 and 1817 disrupted United States negotiations with Spain over acquisition of Florida. In 1819, mounting pressure



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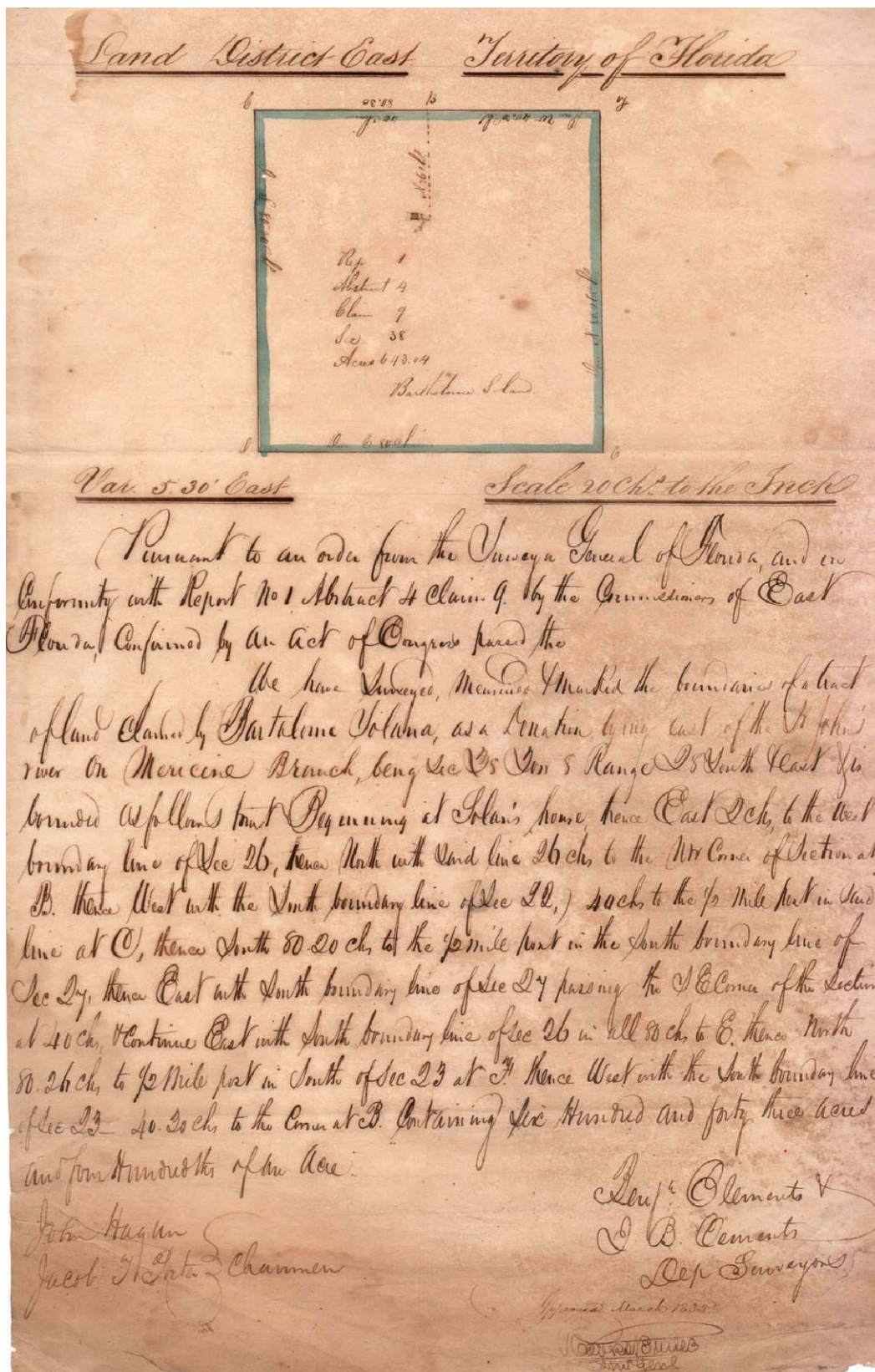
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Solano Grant, 1834 (FSA Confirmed S74)

from the United States forced the signing of the Adams-Onís Treaty, which transferred power in 1821. As part of the treaty, the United States relinquished all claims to Texas, transferred much of Spain's claims in the Pacific Northwest to the United States, and assumed the unpaid damage claims of Florida's citizens, which amounted to approximately \$5,000,000 (Dovell 1952 1:169-170; Merk 1963:15).

3.2 *Antebellum Period (1821-1860)*

In 1821, the United States government created the Territory of Florida and named Andrew Jackson as its military governor. Jackson initiated the Americanization of Florida, initially adopting the Spanish designations of East Florida and West Florida as provisional jurisdictions divided by the Suwannee River. He then renamed the counties Escambia County and St. Johns County. The names were derived from significant waterways that ran in close proximity to the respective seats of government assigned to administer the respective jurisdictions. Pensacola and St. Augustine were named as the respective seats of county government. Before his resignation in October 1821, Jackson also provided for county courts and trials by jury. President James Monroe appointed as William Duval as Governor, who was then a federal judge in Pensacola. Florida's governors served at the pleasure of the president and remained political appointees until statehood in 1845. In March 1822, the Congress reorganized Jackson's provisional dual structure with a single territorial government. In the process, the Congress disregarded formal requests from the legislatures of Alabama and Georgia to incorporate West Florida into their states, predicated on river systems, trails, and similar cultures. Similarly, requests were denied from representatives of East Florida to form two territories--East Florida and West Florida--because of their differentiated geography and cultures, divided by a large unsettled region (WPA 1936; Gannon 1996:207-208).

St. Johns County initially encompassed all of Florida east of the Suwannee River. The expansive county jurisdiction rapidly diminished in size, first, in 1822 with the creation of Duval County, and, again, in 1823, when Monroe County was carved out of the region south of Lake Okeechobee. The Territorial Legislature further reduced the county's size in 1824 with the creation of Alachua and Mosquito Counties. By then, St. Johns County had largely assumed its present-day geographical boundaries, with a few notable exceptions. Subsequent re-divisions that created Marion County (1845), Putnam County (1849), and Clay County (1858) resulted in further boundary modifications. The creation of Flagler County in 1917 was the last significant change in the county's geographical jurisdiction (Morris 1986:400; Works Progress Administration 1936).

The Legislative Council met in Pensacola in July 1822 and again in St. Augustine in March 1823. Meeting in alternating sessions proved difficult and unsatisfactory, a finding emphasized by the deaths of several councilmen while making the journey by ship between the county seats. At the St. Augustine council meeting delegates decided to find a centralized location between the older cities. Duval appointed Dr. William H. Simmons and John Lee Williams to locate a site midway between the county seats, somewhere between the Ocklockonee River and the Suwannee River.



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After receiving their recommendations, Duval selected Tallahassee as the permanent capital. In 1826, the Congress made the legislative council elective and then bicameral in 1838. East Florida sugar planter Joseph M. Hernandez became the most important elected official in the territory. Appointed to the first territorial council in 1823, Hernandez was appointed the congressional delegate from the Territory of Florida. In 1824, Richard Keith Call succeeded Hernandez. Not voting members of the Congress, Florida's delegates lobbied for the interests of its citizens. Those interests included several internal improvements, such as bridges, lighthouses, military construction, and roads, but were mitigated by traditional antebellum southern fears of federal intrusion in state affairs (Gannon 1986:210).

The survey and sale of public lands and removal of the Seminoles were the fundamental issues of territorial Florida. In contrast, roads were not at the top of the territorial government's legislative agenda. In 1822, legislation "concerning roads, highways and, ferries" came deep into the session, published on page 95 of the Acts of the Legislative Council. The council affirmed that "...all the roads in the several counties in this Territory that have been laid out by order of any court according to law, shall be and they are hereby respectively declared to be public roads." The council gave the county courts "...full power and authority on application, to order the laying out of any public road or roads throughout their county, when the same shall by them be deemed necessary, and to discontinue such public roads as now are or shall hereafter be found useless, burthensome and inconvenient, and to alter the roads now, or hereafter to be established, as often as occasion shall require" (Legislative Council 1823:95-102).

The growth of Florida's county system and the nascent road network that supported seats of government was made possible, in part, through the surveying and sale of public lands by the surveyor-general's office in Tallahassee. Land sales encouraged permanent settlement and plantation building. In the 1820s, the federal government had initiated the process of surveying the public lands and reviewing private claims throughout Florida. Surveying began in Tallahassee in 1824, laying out the parallel basis, then range and township lines, followed by the subdivision of those areas with sections and private claims associated with Spanish land grants. Surveyor-General Robert Butler initiated surveys in Tallahassee in 1824. Public land offices launched land sales at the territorial capital in 1825 and from St. Augustine in 1826. Deputy-surveyors contracted with the government land office to survey townships and range lines, after which the townships were divided into sections, followed by placement of the boundaries of private claims within the limits of each township and range. From the baseline established at Tallahassee, townships and ranges were measured in six mile intervals with a resulting survey township containing thirty-six square miles. Each section contained one square mile, or 640 acres, of property, notwithstanding private claims and bodies of water. The complicated process of clearing lines along compass points to run transits with metal poles, chains, and links, setting township corners and section posts, making offsets or meander calls along the margins of creeks, lakes, and rivers--the act of surveying--created countless miles of blazed paths in the Florida wilderness. The process comprehensively accurately measured the territory's landscape for the first time in Florida history (Knetsch 2006).



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As part of their contracts, deputy-surveyors maintained survey logs, recording natural features, especially hammocks and the quality of forested lands, but also man-made features, such as fences, fields, landings, pastures, and roads and trails. Generally, a deputy-surveyor noted the location of a road from a section post or corner, calling its location from that corner in chains (1 chain=66feet) and links (1 link=7.92 inches; 100 links=1 chain). Reconstructed from measurements and field notes, the surveyor-general prepared township plats depicting many of those man-made and natural features and recorded land sales in journals. The resulting township plats provided the first accurate measuring system, albeit broken into hundreds of township plats, for locating private claims and selling the public lands. The plats also indicated the location of Florida's network of roads and trails. Some townships were surveyed twice, sometimes to complete unfinished measurements left in haste because of the impending Seminole war, or to reconcile inaccuracies or especially difficult private claim boundaries. Most instances of township plats published in the early-1830s and again in the late-1840s were the result of the second Seminole war, but also reveal an expanding road system and sometimes slightly different locations for the same road (Knetsch 2006).

In 1822, the Congress appointed a board of land commissioners, who reviewed and either confirmed or rejected private claims in Florida. A process that often included translating Spanish documents, obtaining old surveys from archives, and deposing witnesses, the reviewing of claims slowed the public survey and land sales by the state and federal governments. Still, by the end of 1825, the East Florida commissioners had confirmed 325 claims and rejected sixty-one others. The Congress furnished final adjudication for eighty-eight other claims that consisted of 3,000 or more acres. Several large grants were adjudicated in the courts and others invalidated by congressional action. The lengthy process slowed the activities of deputy-surveyors who prepared the first detailed maps of Florida and also hampered settlers seeking fertile and inexpensive lands to farm (WPA 1940; WPA1939 3:285; Tebeau 1971:123-124).

The Smith and Solano grants were part of the protracted surveying and documentation process that slowed development in Florida during the early nineteenth century. In 1828, the board of land claim commissioners rejected Smith's petition for 480 acres on Deep Creek. In 1830, Smith renewed her efforts to receive clear title to the grant in the Supreme Court of East Florida. In 1832, after Smith's attorney produced the original grant from the archives and deposed witness James Hall, the court overturned the land commission's recommendation. Two years later, deputy-surveyors Benjamin and J. B. Clements surveyed the township in which the Smith grant and the region later associated with Hastings was located. Their field notes reveal calls, measurements, set posts, and a few natural features, such as Deep Creek, swamps, and saw palmettos. Extending their survey lines into the north end of the Smith grant, the deputy-surveyors recorded along the east line of section 21, township 9 south, range 28 east "open woods," "3rd rate timber pine," and "ash & cypress," but recorded no man-made features, such as fields or buildings. Farther south between sections 27 and 28, a line which ran through the heart of the Smith grant, the Clementes again found no evidence of man-made features. A resulting township plat (Figure 3-4) issued in January 1834 revealed neither the boundaries of the Smith grant nor evidence of any roads and trails in the region. The plat depicted Deep Creek as the



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Figure 3-4

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dominant feature of the early nineteenth century in the region that was to become Hastings (Butler 1834).

The same year, Benjamin and J. B. Clements surveyed Township 8 South, Range 28 East, a township associated with Moccasin Branch and present-day Elkton. They documented among other natural features open woods, saw palmetto, "land level 3d rate timber pine," and "Mocisen [sic] Creek." The Clementses also encountered several man-made features in the Solano grant. Near the center of the grant on a line running north-south beginning at the south point of the section line dividing sections 22 and 23 the Clementses recorded Solano's fence at 21.50 chains and then "passed" Solano's house at 26 chains. The deputy-surveyors measured the house at 2 chains west of the temporary section line used to divide sections 26 and 27. At 33 chains, the Clementses recorded the south fence of the Solano farm. Subsequently, in their survey of the "Bartholame Solina grant" in 1834, the Clementses started their field work "...at Solina house in the field running thence for connection East." With the completion of the survey, the deputy-surveyors eliminated the temporary section line between sections 26 and 27. In a re-survey of the township in 1851, A. M. Randolph only re-recorded the boundaries of the Solano grant, but did not enter the interior of the grant to establish any reference points. To the southwest, however, they recorded the presence of fields that belonged to B. Masters. Later that year, surveyor-general Benjamin A. Putnam approved the township plat (Figure 3-5) associated with Moccasin Branch, a plat that revealed two buildings and homesteads in the Barolo Solano grant and the extent of the Bartolo Masters homestead to the southwest of the grant. The plat also revealed the alignments of a road or trail connecting the homesteads and the St. Augustine-Palatka Road that radiated to the southeast (DEP 1834 Volume 44 Field Notes; DEP 1834 Volume 58 Field Notes; DEP 1851 Volume 99 Field Notes; Putnam 1851).

Likewise, in 1848, when A. M. Randolph conducted a re-survey of the township associated with the Hastings region and the Smith grant (Figure 3-6), the deputy-surveyor recorded several man-made features, including the St. Augustine-Palatka Road, which extended through the Smith grant. In addition, the Fitch Homestead radiated north of the grant west of Deep Creek. Published in 1848, the resulting township plat (Figure 3-7) from Randolph's re-survey the region revealed that outside of the Smith grant Deep Creek had attracted some settlement. The plat indicated the presence of the Fitch Homestead, Floyd Homestead, and Simms Homestead, all southeast of present-day Hastings and supported, in part, by the Palatka Trail and the St. Augustine-Palatka Road. Along the boundaries of the Smith grant, Randolph's field notes reveal the presence of a variety of topographical and man-made features, such as cypress pond, Deep Creek, prairie land, a road, level 2nd rate pine land, and rich wet swamp. Randolph's field notes associated with sections lines adjoining the Smith grant yielded other contrasting features, some of which presaged the rich farming lands to be occupied in the late nineteenth century: good clay soil, good timber land, heavy grass land, level pine land, open pine land, open prairie, and stiff clay soil. Just north of the Smith grant Randolph recorded an old ditch and the edge of a field, a road to the east, and a trail to the southwest. Several of the homesteads noted on the township plat were squatters rather than permanent settlers. Indeed, no public lands would be acquired prior to the 1850s in the township later associated with the Hastings region. Having established a



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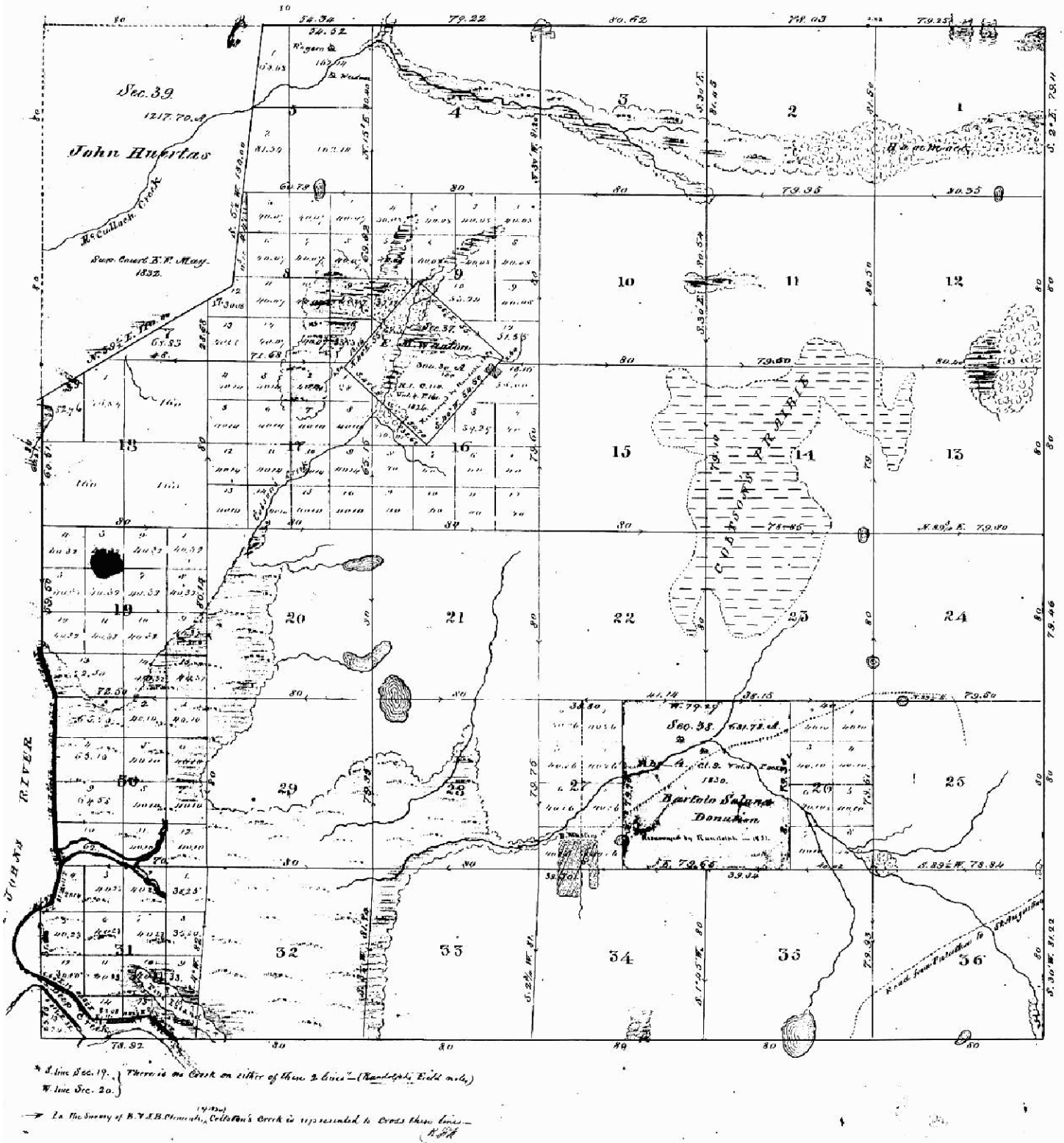
Atlanta, GA

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Complete Map

Scale 40 Chains to an Inch.
Variation 5° E.

East Florida.



Township 8 South, Range 28 East, 1851 (Putnam 1851)

A hand-drawn map of a land claim in the Northwest Territory. The central feature is a yellow-shaded rectangular area labeled "Hannah Smith" with a "Sec 37" and a value of "480.06 a". This area is bounded by several survey lines with measurements: "S 85° 0' 70.00" on the top, "S 87° 45' 57.96" on the right, "S 86° 1' 70.00" on the bottom, and "N 71° 1' 23.82" on the left. The map is divided into sections 21, 22, 27, 28, 33, and 34. Section 21 is to the northwest, 22 to the northeast, 27 to the east, 28 to the southwest, 33 to the south, and 34 to the south. A river, labeled "St. Lawrence R.", flows from the top right towards the bottom center. A dashed line at the bottom right is labeled "claim of G. F. Clarke 437.55 a". Other survey points and measurements are marked, including "S 85° 1' 39.00", "S 86° 1' 70.00", "S 87° 45' 57.96", "S 88° 1' 39.00", "S 89° 1' 39.00", "S 90° 1' 39.00", "S 91° 1' 39.00", "S 92° 1' 39.00", "S 93° 1' 39.00", "S 94° 1' 39.00", "S 95° 1' 39.00", "S 96° 1' 39.00", "S 97° 1' 39.00", "S 98° 1' 39.00", "S 99° 1' 39.00", "S 100° 1' 39.00". A small blue dot is located in section 28. The map is drawn on aged, slightly stained paper.

I certify that pursuant to a Contract made with the

Deputy Surveyor of Private Claims, has Surveyed measured and Marked the Boundaries of a Tract of Land claimed by Hannah Smith. Being in Township No 9 of Range No 28 South and East and the Boundaries and Description thereof as appear from the Plat of said Survey made and returned into this Office with the field Notes by said

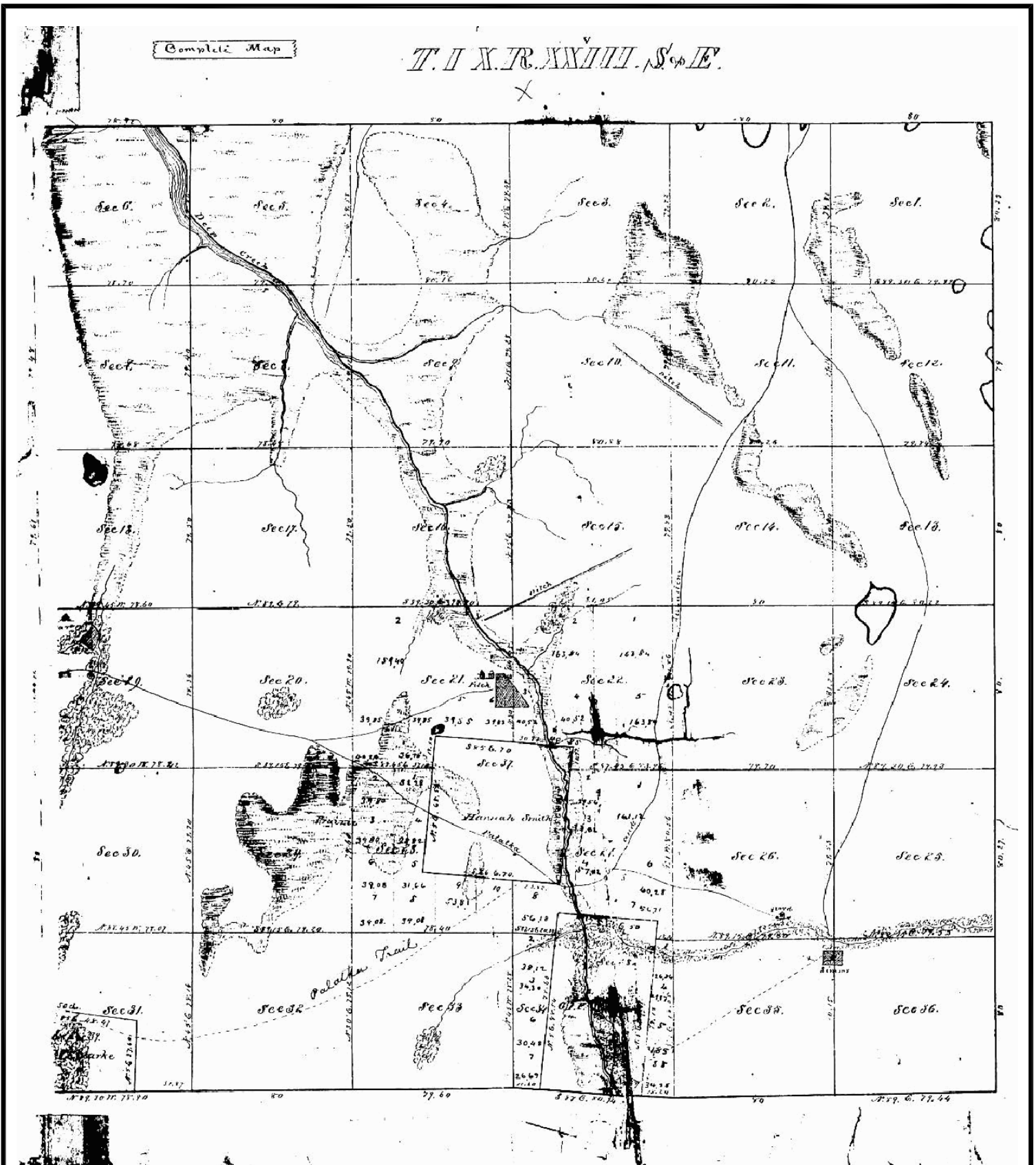
and now on file are as follows to wit:



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Figure 3-6

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Township 9 South, Range 28 East, 1848 (Putnam 1848)



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Elkton Hastings Historic Farmstead Survey
St. Johns County, Florida

Figure 3-7

Figure: 3-7

Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009

homestead in the southeast quarter of section 26 in the 1840s, Clara Floyd received a deed to her property from the State of Florida in 1853. In contrast, the Fitch and Simms homesteads recorded on the 1848 township plat were later deeded in piecemeal fashion by the state not to Fitch but to Hubbard A. Hart in 1866 and Lizzie A. Cook in 1885. The 1840s Simms homestead was also conveyed to different owners piecemeal, first in 1860 to John M. Stephens and then in 1913 to Mrs. L. C. Middleton. The presence of homesteading squatters in the Hastings region in the 1840s testifies to the isolation and rich soils available to farmers in antebellum St. Johns County (Butler 1834; Putnam 1848; DEP 1834 Volume 44 Field Notes; DEP 1848 Volume 58 Field Notes).

The confirmation of the Smith grant by the Supreme Court 1832 and the documentation and approval of the surveyed townships by the surveyor-general in 1848 and 1851 facilitated the awarding of lands to investors and settlers. Antebellum owners and settlers in the present-day incorporated municipal limits of Hastings included John Usina (1852), Rhydon G. Mays (1852), John McMadison (1854), and Rachel Miller (1855). To the south and east toward Deep Creek and adjacent to the Smith grant other antebellum investors and settlers included Clara Floyd (1853), John C. Chambers (1854), Rhydon Mays (1854), Isaac Bunting (1855), Elijah C. Simkins (1856), James Simms (1855, 1859), Donald Carter (1859), and George W. Carter (1860). Several months after the beginning of the Civil War, the State of Florida deeded property to Andrew Jackson Metts, Jefferson Metts, and Leaston Simms. The latter acquired property in section 26 north of where the Simms family had squatted in the 1840s. To the northeast, antebellum settlers and investors in the present-day Elkton region included Bartolo Pacetty (1852), Bartolo Celestine Masters (1853), Joseph Elias Masters (1853), Paul Masters (1853), John Pride (1854), John C. Chambers (1854, 1855), Benjamin B. Turner (1854, 1857), David Futch (1860), Bartolo Masters, Jr. (1860), and Lemuel Turner (1861) (DEP Township Tract Books Township 9 South, Range 28 East; SLG Confirmed S64; WPA 1939 4:91-92; Butler 1834; Putnam 1848; DEP 1834 Volume 44 Field Notes; DEP Township Tract Books Township 8 South, Range 28 East).

The surveys and re-surveys of the townships associated with Elkton and Hastings bracketed the Second Seminole War, one of America's longest wars of Indian removal. In 1823, on the heels of America's annexation of Florida, the United States had established a formal treaty outlining a reservation for the Seminoles. Signed south of St. Augustine on the banks of Moultrie Creek, the treaty reserved 4,000,000 acres for the Seminoles. Despite the reservation, which extended across the interior region of the peninsula, new settlers poured into Florida. Most people found great opportunities in the under-populated and undeveloped territory. Poor roads and an unhealthy climate plagued by swarms of mosquitoes limited development. Still, parts of St. Johns County experienced development, and in 1825 state census enumerators inventoried 5,000 people in East Florida. During the Territorial period (1821-1845), the United States Army constructed about 250 forts in Florida, which helped influence settlement patterns (Tebeau 1971:134; Graham 1978:36-39; Dibble 1999:209).



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Conflict between Seminoles and settlers ended an era of agricultural development and prosperity. Settlers infringed on Seminole reservation lands, and Indians attacked farmsteads and settlements. Seminole raiders had stolen slaves in 1814, and in 1825 Minorcan farmers and Indians exchanged gunfire at Cabbage Swamp north of St. Augustine. Then, in the mid-1830s, the growing friction and hostility between settlers and Seminoles culminated in the bloody Second Seminole War. Many thriving plantations, along with smaller farms, fell victim to Seminole attacks and were burned to the ground. The warfare, which lasted from 1835 to 1842, raged throughout much of Florida, with engagements ranging from near Jacksonville, west to the Suwannee River, and south to Lake Okeechobee. Published in 1839, the Mackay and Blake Map of Florida (Figure 3-8) was typical of military maps drawn by federal cartographers during the Seminole conflict. It depicted the territory's creeks and rivers and a series of roads, trails, and forts in northeast Florida. Mackay and Blake located Fort Hanson near the headwaters of Deep Creek. The United States Army also established Fort Harney south of St. Augustine and built Fort Peyton near Moultrie Creek. Fort Weedman occupied a site astride the St. Augustine-Picolata Road. At the riverside settlement, the United States Army established a supply depot and hospital. Most forts built during the conflict served as temporary installations rather than permanent fortifications (Mahon 1967:28, 47, 59, 150-151, 197, 250, 279; Sastre 1995:47-49).

In St. Johns County, perhaps the Seminoles were most destructive along the Matanzas River, the northern arm of Florida's sugar cane plantations. In February 1836, *Niles' Weekly Register* provided a terrifying, if hyperbolic, account that "The whole of the country south of St. Augustine has been laid waste during the past week, and not a building of any value left standing. There is not a single house now remaining, between this city and Cape Florida, a distance of 250 miles, all, all have been burnt to the ground" (*Niles' Weekly Register*, 27 February 1836).

The most notorious treachery of the Second Seminole War occurred in St. Johns County in 1837. At a truce to discuss settlement of the conflict, troops led by General Joseph Hernandez seized the fame Seminole leader Osceola and seventy-one warriors. The national press later vilified Hernandez's superior, General Thomas Jesup, for the treachery. Briefly imprisoned at the Castillo in St. Augustine, Osceola was later transferred to Fort Moultrie in South Carolina, where he died (Mahon 1967:215-216; Graham 1978:41-42).

Federal troops gradually pushed the Seminoles farther south, but never completely routed them. As late as 1840, Seminoles raided into the northeast. Seminoles massacred a theatrical troupe traveling between Picolata and St. Augustine, and then attacked plantations along the North River. In 1842, as the war ground to a halt, it was apparent that the war had brought some benefits. Land was cleared, roads constructed, and fortifications built. The government also stimulated a demand for land with a promise of a grant of land to any volunteer over eighteen who enlisted to fight the Seminoles. Enacted in 1842, the Armed Occupation Act encouraged settlement by granting a 160-acre homestead tract to a head of any family who maintained five years' residence in the former battle zone and would resist Indian raids. The legislation promoted some development in the peninsula. But, because the grant lands lay south of a line just north of Palatka, most of St. Johns



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County did not directly benefit from the policy. Indeed, only 370 land patents were issued from the St. Augustine land office (Mahon 1967:250, 314; Graham 1978:41-42; *St. Augustine News*, 29 May, 5 June 1840).

During the war, some St. Augustine commercial establishments enjoyed a brief boom in trade because of the military presence. But, the land development and speculative seasons were short-lived. When federal troops pulled out of Florida, the temporary boom collapsed. In other settled regions of the county, the war proved disastrous. The sugarcane plantations along the Matanzas River lay in ruins, and on many other plantations the production of crops had been disrupted as settlers abandoned their fields and fled to St. Augustine. The Seminoles also freed slaves, a major source of wealth and labor in the territory. Events beyond the war further dampened hopes for revitalization of the economy. A freeze in 1835 and an outbreak of citrus scale devastated the cultivation of oranges. Prior to the freeze, an expansive grove extended from one end of St. Augustine to the other and other groves sprinkled the countryside. At the national level, the Panic of 1837 created a nationwide financial crisis. Many banks, including the Southern Life Insurance and Trust Company in St. Augustine, suspended payments. In 1845, three years after the close of the Seminole war, Florida was admitted to the union in 1845 as a southern slave state, but statehood brought little hope to revitalize the economy. Tallahassee became the state capitol and sent to Congress its first senators, David Levy Yulee and James D. Westcott (Graham 1978:35-36, 54; Attaway 1997:5-6).

Residents of St. Johns County were introduced to the railroad during the antebellum period. The new technology had a profound influence on the development of Florida in the late nineteenth century, helping to advance the state from a wilderness into one of the leading tourist destinations and agricultural regions of the country. Florida's rail system, like that of many other states in the American South, was fragmented in the antebellum period. Private companies with some state support developed short lines without connections to larger trunk lines. The long narrow form of the state, with its wetlands and rivers, challenged companies in their effort to construct and update roadbeds and bridges (Kolko 1965:1, 7; Chandler 1965:9).

Numerous railroad charters were granted in antebellum Florida, but only twelve companies constructed tracks, most of those relatively short runs limited to the northern one-third of the state. Florida's earliest railroad companies were private enterprises, reflecting a larger national mindset of resisting public involvement in the nascent industry, and following the general railroad building trends of other southern states. Most southern businessmen built their transportation systems Colonial-style: that is, the networks bound plantation districts to ports, generally bypassing the upcountry. And although southern states had a higher percentage of state-sponsored railroads than northern states, most states had no general program of internal improvements. Some states had small blocks of representatives who lobbied for state support of rail systems, but preservation of the slavery system by the landed gentry retarded interest in town building and the creation of a transportation network (Wright 1986: 22-24; Chandler 1965:3, 13).



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Florida, a virtual wilderness during the period, remained on the fringes of early railroad activity. It possessed no significant trunk line that contributed to a regional network. Some of Florida's first railroads were part of the internal improvement land grant system, which emerged in the 1840s. Internal improvement resources for the construction of canals, railroads, and roads became available in 1841, when the United States government granted the territorial government 500,000 acres to be sold and the proceeds applied to internal improvements. Nearly a decade later the federal government conveyed most of the remaining wetlands to the state legislature, once again for use in internal improvements. These vast tracts became a source of land and dollars from which the state government could encourage the construction of transportation systems (Chandler 1965:3, 13; Johnson 1969:292-293).

In 1854, the Florida Legislature enacted the Internal Improvement Act, which permitted rail companies to defray some of their construction costs by issuing bonds amounting to ten thousand dollars per mile along a proposed route. Established in 1855, a board of trustees of the Internal Improvement Fund (IIF) would issue bonds to a company only after it had graded and furnished ties for a ten-mile section. Additional securities could be issued for bridges, rolling stock, and trestles. The state's guaranty of the principal and interest of seven percent also proved attractive. A company was required to construct its roadbed along an alignment set out by the state engineer, and to conform to a five-foot gauge roadbed with at least sixty-pound rails. The subsidy, while significant in setting a precedent for future assistance, represented only a small step, and Florida's antebellum state government ranked among the most tight-fisted of all southern states in railroad building assistance (Johnson 1969:293; Pettengill 1952:20).

Still, the internal improvement act promoted the formation of railroad companies and construction. One of the earliest railroads in the state, the Tallahassee Railroad, was completed in 1836 between the state capital and St. Marks. That year, investors in St. Johns County organized the St. Augustine and Picolata Rail Road Company, but the Second Seminole War derailed their plans. Incorporated in December 1858, the St. Johns Railway Company completed in 1859 a fifteen mile route between St. Augustine and Toco, a small settlement south of Picolata on the St. Johns River. James Westcott, a civil engineer who resided in St. Augustine, surveyed the railroad alignment and served as president of the company. In August 1859, Toco resident Richard Floyd deeded the company property for a depot and farther inland Francis Ferrira and John Hanson conveyed 800-foot rights-of-way for the alignment to extend through their respective properties. A promoter of the IIF Act, Westcott took advantage of the land grant system to build the railroad. Still, the initial system relied on wooden rails and small coaches drawn by horses or mules. Then, in late-1860, the company remedied its unreliable livestock, which often laid down to rest on the rails, by re-grading the roadbed, installing iron rails, and purchasing a steam locomotive and cars. At the close of the antebellum period, Florida had 327 miles of serviceable track, the third smallest track mileage of any southern state. Still, residents of St. Augustine, the hamlet of Toco, and some rural farmers near the alignment of the St. Johns Railway benefitted from this early transportation system. The longest tracks built in Florida during the antebellum period were those of the Florida Railroad, which stretched from ocean-to-gulf and built through the vision of David Levy Yulee (Pettengill 1952:26-27, 102; Black 1952:208-209; Stover 1955:5; Bathe 1958:26-27, 58).



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Based on a plantation system of cotton and tobacco as cash crops, St. Johns County's antebellum economy languished until after the Civil War. Containing relatively sandy and infertile soils, the county did not experience the extensive plantation systems that developed in Middle Florida. By 1860, St. Johns County contained only three plantations with more than thirty slaves. Instead, the county's agriculture economy was based on small plantations and subsistence farms. During the 1850s, the slavery issue dominated state and national politics. Notwithstanding some settlement in southwest St. Johns County, substantial settlement occurred elsewhere, especially in Middle Florida west of the Suwannee River, leading to the creation of thirty-seven counties by 1860 (WPA 1936; Graham 1978:35-36, 54; Attaway 1997:5-6).

In 1850 and 1860, the United States census enumerated farms and homesteads south of Picolata and Tocoï under the heading of Orange Mills, then a designation that covered the regions later associated with Elkton and Hastings. Several antebellum residents of St. Augustine and in the Orange Mills precinct acquired properties in the future communities of Elkton and Hastings. Among the most prominent of those was St. Augustine physician Rhyden G. Mays. Born about 1802 in Edgefield, South Carolina, Mays was a physician who also planted cotton. In 1828, Mays acquired several tracts in Madison County, Florida, but as late as 1840 the doctor-planter operated his Edgefield plantation with 107 slaves. Later in the decade, Mays moved to Madison, Florida where by 1850 he managed a plantation with ninety-eight slaves. Relocating to Florida's east coast, Mays settled in St. Augustine. In 1852, he acquired six tracts amounting to 240 acres in section 18, township 9 south, township 28 east, properties that later became part of the municipal limits of Hastings. Mays also purchased properties in the township farther west to expand his plantation. In 1854, Mays also acquired an additional eighty acres to the southeast in the northwest quarter of section 21, township 9 south, range 28 east. To manage his Orange Mills precinct plantation Mays hired William Spier to oversee eighty-eight slaves. By 1860, Mays was among the wealthiest of St. Johns County's residents, claiming real estate in excess of \$20,000 and a personal estate of \$100,000, much of which was comprised of slaves (DEP Tract Book Township 9 South, Range 28 East; United States Bureau of the Census 1860 Population Schedules St. Johns County FL; United States Bureau of the Census 1860 Slave Schedules St. Johns County FL; United States Bureau of the Census 1850 Population Schedules St. Johns County FL; United States Bureau of the Census 1850 Slave Schedules St. Johns County FL; United States Bureau of the Census 1850 Population Schedules Madison County FL; United States Bureau of the Census 1850 Slave Schedules Madison County FL; United States Bureau of the Census 1840 Population Schedules Edgefield County SC).

Mays represented a common in-migration pattern of planters and settlers from other states in the American South moving to the newly-created Territory of Florida. Also a native of Edgefield County, South Carolina, Elijah C. Simkins arrived in Florida about 1850 and by 1860 resided in Orange Mills near the St. Johns River. In 1856, he acquired eighty acres in section 20, township 9 south, range 28 east, property that was supported by the St. Augustine-Palatka Road. A lumber merchant, Simkins claimed \$10,000 in real estate and \$39,000 in personal estate by 1860. Part of the latter consisted of fifty-two slaves, a workforce that harvested timber from his holdings and



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worked his plantation lands. At least one of Mays's and Simkins's Edgefield neighbors, Isaac Bunting, was encouraged by the activities of the physician and lumberman. Bunting also maintained a plantation in Edgefield in 1840, but had relocated to Madison, Florida by 1850. Bunting's Middle Florida plantation radiated next to the larger property held by his physician-neighbor. Following Mays's suggestion, Bunting in 1855 acquired forty acres in section 21, township 9 south, range 28 east, east of Mays's Orange Mills property. Despite the investment, Bunting remained in Middle Florida to manage his plantation and apparently never developed his St. Johns County property (DEP Tract Book Township 9 South, Range 28 East; United States Bureau of the Census 1860 Population Schedules St. Johns County FL; United States Bureau of the Census 1860 Slave Schedules St. Johns County FL; United States Bureau of the Census 1850 Population Schedules St. Johns County FL; United States Bureau of the Census 1850 Population Schedules Madison County FL; United States Bureau of the Census 1840 Population Schedules Edgefield County SC).

Other immigrants to St. Augustine included lawyer, legislator, and soldier Benjamin A. Putnam. A native of Georgia, Putnam was born at Putnam Plantation near Savannah, Georgia, and later moved to Florida where he rose to distinction as a lawyer, soldier, judge, and first president of the Florida Historical Society. Putnam opened a law practice in St. Augustine, participated in the Second Seminole War, served as surveyor-general of Florida, and by 1860 resided in St. Augustine where he claimed a personal estate in excess of \$5,500, part of which consisted of nineteen slaves. Citizens elected Putnam to Florida's Legislative Council in 1835, 1840, and 1845, and then as speaker of the Florida House from St. Johns County in 1848. President Zachary Taylor, under whom he had served during the Second Seminole War, appointed Putnam surveyor-general of Florida in May 1849, a post he held until 1854. During the interval, Putnam signed his name on dozens of township plats issued by the government land office. The territorial legislature named Putnam County for him in January 1849. After the Civil War, Putnam relocated to Palatka, the seat of government of Putnam County, where he died in January 1869. The boundaries of Putnam County changed over time. Between 1860 and 1870, the Florida Legislature relocated the eastern boundary of Putnam County to the east side of the St. Johns River, taking much of the Orange Mills precinct. The county line jurisdiction would place Hastings in the southwest corner of St. Johns County (Phelps 1991:79; Thorndale and Dollarhide 1987:72-73; Morris 1986:400).

Antebellum farmers, investors, and settlers in the Orange Mills precinct with a longer heritage in Florida included Minorcan descendants of the British period, including farmers Bartolo Masters, Jr., Bartolo Pacetty, Manuel Solano, and shoemaker John Usina. Each of those residents acquired property in what became the Elkton and Moccasin Branch region in the 1850s. Born about 1821, Manuel Solano was married to Mary Solano in 1860 and the couple had eight children on their Orange Mills precinct farm. His real estate was valued at \$150 and he claimed \$500 in personal estate. Perhaps the most prominent of the antebellum Minorcan farmers who invested in the Orange Mills precinct was Bartolo Celestine Masters. Born about 1797, Masters acquired lots 5 and 8 in section 27, township 8 south, range 28 south in 1853. Containing eighty acres, the property coincides with the B. Masters homestead that Putnam identified on township plat of the region in 1851. But, it appears that what Randolph treated as one large homestead or farm became



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three adjoining farms. In 1853, Paul Masters acquired the adjacent lot 7 and Joseph Elias Masters acquired the northwest of the northwest quarter in section 34, township 8 south, range 28 south. The acquisition of adjoining properties by three members of the Masters family illustrates the close family network of antebellum Minorcan farm families at Moccasin Branch and Elkton in the decade before the Civil War. Family members had disparate levels of wealth. It also appears that some family members resided in St. Augustine while others lived in the rural region. In 1860, Joseph Elias Masters was a St. Augustine carpenter with real estate valued at \$50 and a personal estate worth \$500. Bartolo Celestine Masters was then among the wealthiest of the family members with \$1,600 in real estate and a personal estate valued at \$4,300. Also a farmer, Paul Masters owned \$600 worth of real estate and maintained a personal estate of \$1,000. Of the three, the census bureau recorded that only Bartolo Masters held slaves, six bondsmen who ranged in age between eighty and five (DEP Tract Book Township 9 South, Range 28 East; United States Bureau of the Census 1860 Population Schedules St. Johns County FL; United States Bureau of the Census 1850 Population Schedules St. Johns County FL; United States Bureau of the Census 1860 Slave Schedules St. Johns County FL).

3.3 Civil War and Reconstruction, 1861-1877

The Civil War curtailed economic growth of St. Johns County's plantations and the nascent tourist trade initiated by steamboats along the St. Johns River during the 1850s. The third state to secede from the Union, Florida joined the Confederate States of America (CSA) in January 1861. St. Johns County's citizens elected Rhydon Mays and Matthew Solano to represent the jurisdiction at Florida's secession convention in Tallahassee in January 1861. Within months of Florida's secession from the Union, the Confederate government requested that Florida supply the Confederate Army with 5,000 troops. Many male residents abandoned their farms to join the army, leaving the rural economy without nearly one-half of its work force. Federal steamships patrolled the coastline and gunboats sailed into ports at Jacksonville and St. Augustine in 1862 to accept the surrender of those cities by civilian authorities. Union troops made little effort to extend their control beyond the limits of those towns initially, in part, because the region east of the St. Johns River and north of Matanzas Inlet became known as "Lincoln's congressional district in East Florida." Union troops referred to Rhydon Mays as St. Johns County prominent Democrat and "...a most malignant rebel." Union gunboats sailed the length of the St. Johns River in 1862, in part, to destroy blockade runners and prevent Confederate troops from crossing to the east bank of the river (Buker 1986:3-9, 18; Brinton 1869:60; Graham 1978).

The United States Navy instituted the South Atlantic Blockading Squadron and East Gulf Blockading Squadron to curtail Confederate troop movements along the coasts and major rivers, and prevent southern businesses from importing and exporting goods and products. Some riverboat owners holding strong southern sympathies ran the Union blockade with their steamers. The first documented case of a rebel ship running the Union blockade was Brock's *Darlington*, which delivered supplies into Jacksonville. The blockade running exploits of the *Darlington* ended in March 1862, however, when Union forces in the *U.S.S. Pawnee* and the *U.S.S. Ottawa*



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captured the steamer near Fernandina. Official records compiled by the Department of the Navy list the *U.S.S. Darlington* as a 300-ton vessel transferred to the Department of the Army in September 1862 for use as a transport. The army equipped the transport with two 24-pound howitzers and a crew of twenty-five sailors. Part of the detachment included contraband sailors intimately familiar with northeast Florida's river system. The *U.S.S. Columbine*, *U.S.S. Darlington*, *U.S.S. E.B. Hale*, *U.S.S. Ottawa*, *U.S.S. Pawnee*, and other gunboats regularly sailed the St. Johns River. In March 1864, the *U.S.S. Columbine* captured the blockade runner *C.S. Sumter* in Lake George. Federal troops then armed the *Sumter* and sailed it upriver in search of the *Hattie Brock*, another Confederate blockade runner. Two months later, in May 1864 Confederate forces under Captain J. J. Dickison captured and burned the *Columbine* (Buker 1992:52, 55-56, 66; ORN 1921 Series 2 Volume 1:72; OR 1891 Series 1 Volume 35:374-375).

Correspondence published in the official records of the War of the Rebellion and later supplements indicate activities, camps, and engagements at Palatka and along the St. Johns River, but reveal few activities inland in the region between Orange Mills and St. Augustine. Maps prepared by Federal topographical engineers during the conflict provide various details about Florida's wartime landscape. One regional map (Figure 3-9) depicts Buena Vista, Orange Mills, and, Horse Landing, several buildings sprinkling the east bank of the St. Johns River down-river, and a road system to the east. At Moccasin Branch, a cartographer recorded the presence of a building or plantation, presumably part of the Solano's holdings. During the conflict, Confederate cavalry officer J. J. Dickison, dubbed by some observers as the "Swamp Fox of the Confederacy," was generally charged with attacking Federal troops who ventured west of the St. Johns River. Occasionally, Dickison ventured east of the river. In northeast Florida, Dickison conducted operations at the Devil's Elbow, a bend in the river above Palatka; Gainesville; Horse Landing; north of St. Augustine; Palatka; Braddock's Farm; and other sites along the St. Johns River. Although Dickison crossed the river on several occasions and Federal troops patrolled the river bank, no Confederate or Federal landing sites or bivouacs has been associated with the region that later became Elkton and Hastings (Cowles 1891-1895:plate 146; Dickison 1890:62, 75, 174; Koblas 2000).

The area between the mouth of the St. Johns River, Jacksonville, Picolata, and St. Augustine remained avowedly Unionist during the conflict. Few rebel spies or Confederate troops entered the area. Despite those loyalist leanings, Union gunboats and troops burned the Tocoï depot of the St. Johns Railway in March 1862. After destroying the locomotive and rolling stock, troops dismantled much of the roadbed. At Picolata, Union forces installed a light artillery battery garrison in early-1862. The riverport became an important location for protecting St. Augustine and from which to launch forays upriver. The hamlet offered few accommodations. One Union soldier recorded that Picolata "boasted two houses and a wharf, and not another building within half a mile." Union troops requisitioned cattle from area ranches and oranges from citrus groves. In February 1865, Dickison conducted a raid near Picolata, which by then supported 400 troops. Dickison captured about forty soldiers, but his insufficient force prevented him from proceeding to St. Augustine (Buker 1986:13-15; Sastre 1995:53-56).



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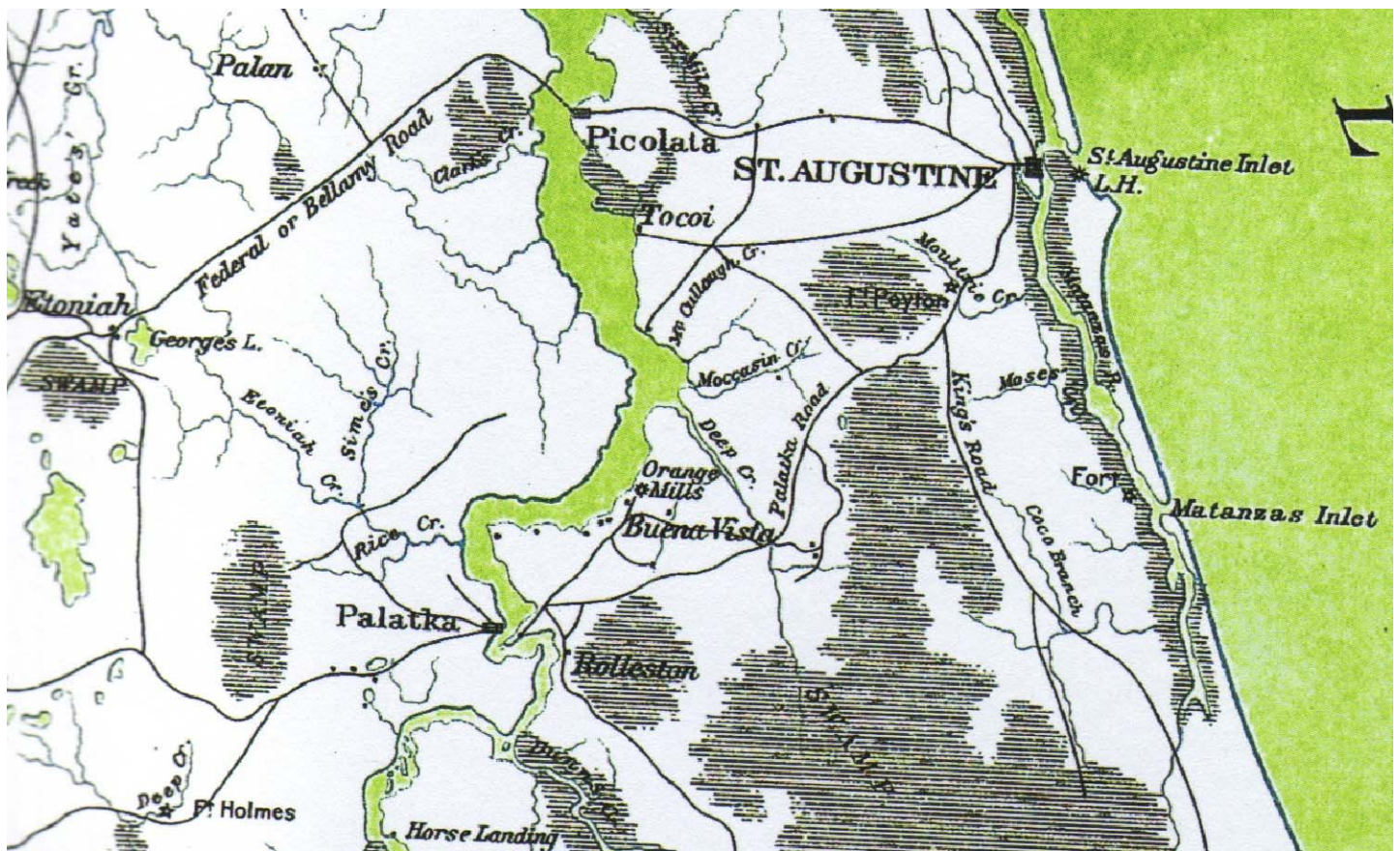
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Northeast Florida, 1864 (Cowles 1891-1895)



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Elkton Hastings Historic Farmstead Survey
St. Johns County, Florida

Figure 3-9

Figure: 3-9

Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009

In the decade following Lee's surrender at Appomattox, Florida, along with the rest of the South, endured a turbulent period of Federal Reconstruction. Although the state did not suffer the extensive destruction that occurred in other areas of the South, most of its cities had been occupied by federal troops and some interior settlements abandoned. Statewide property values had decreased by nearly one-half from an estimated value in 1860 of \$47,000,000 to about \$25,000,000 in 1865. Nearly \$22,000,000 was lost in the form of emancipated slaves. The unsettled economy persisted. The Freedman's Bureau established a school for Freedmen at St. Augustine. Floridians faced the daunting task of rebuilding their society. The war decimated the state's economy and compelled Floridians to develop a labor system that did not depend on bondsmen for labor. Throughout the state property values plummeted and agricultural and industrial production declined. The state's financial institutions collapsed. Punctuated by violence, lawlessness, and unscrupulous politics, Reconstruction proved in some ways as difficult as the war. During the interval, however, Green Cove Springs, Magnolia, Palatka, and other river ports emerged as popular spas and resorts (Shofner 1974:17-18, 154-155).

Improved river traffic and roads encouraged settlers to push into southwest regions of the county. At Moccasin Branch, the Catholic diocese established a parish to serve some of the religious and educational needs of settlers. Organized in 1875, a church was built by Stephen Langlade, native of France, a skilled carpenter, and a Jesuit priest. At the behest of Bishop Pierre Verot, Langlade had arrived in Florida in 1871, and soon began forming parishes in the largely wilderness areas west of St. Augustine. Near Mill Creek, Langlade built in 1875 the Church of St. Leopold, which was moved to Bakersville in 1902. Farther south at Moccasin Branch, he built a small wood frame church in 1875 at St. Ambrose parish. This second parish flourished, and within two decades Langlade had built a rectory, school, and convent. In 1907, he replaced the small chapel with a larger sanctuary, and began constructing a second convent after the original edifice burned in 1917. Langlade served as parish priest until his death in 1920 (Catholic Diocese 1975:21-23, 31, 46; O'Donovan 1950:23; *St. Augustine Record*, 1 February 1953, 6 February 1975).

Development began at nearby Spuds in the early-1880s. Largely Minorcan in its origins, the heritage of the area is largely derived from small family farms. John Henry Sanchez was among the early settlers. In 1879, Sanchez acquired property along Holy Branch, a small creek, and built a house about 1883. Father Langlade helped Sanchez construct the house, which initially was one story and expanded with a second story about 1900. Nearby a post office opened under the designation of Holy Branch in 1886, but within less than a year, the office was relocated to the nearby settlement of Armstrong. Over time, Sanchez expanded his farmstead, adding to the dwelling and enlarging the farm to include potato fields and various truck crops. By 1915, the Sanchez Farmstead (NR 2001) included a barn, corn crib, garage, kitchen, and a smoke house. Over time, Sanchez produced 175 products on his Spuds farm. Indicative of the lightly settled region, nearly twenty-five years passed before a second post office opened under the name of Spuds. Never as large as either Elkton or Hastings, Spuds supported a small freight depot. Several farmers, including Sanchez, consistently shipped potatoes and truck crops from the community. Various businesses harvested lumber and naval stores for Spuds's forests in the early twentieth century (Chance 1991, p. 6-9; Bradbury and Hallock 1962:39, 79).



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One of the county's oldest African-American settlements was organized north of Spuds during the era. Known variously as Armstrong and Cokesbury, the settlement was established about 1886 around a saw mill. The name Armstrong coincided with the extension of railroad tracks through southwestern St. Johns County. Development proceeded informally around the saw mill until 1911, when a town plan was laid out. Guiding development north and west of the railroad tracks, the plan was extended in 1912 and 1921. The name Armstrong was temporarily dropped in favor of Cokesbury about 1915, but reverted to Armstrong in the 1920s. Early families settling Armstrong included the Brooks, Smiths, and Lawrences. A school was built in the early twentieth century. Baptists organized a church in 1909 and Reverend C. E. Cook led the faithful of St. Mary's African Methodist Episcopal Church to rebuild their sanctuary in 1925 (Bradbury and Hallock 1961:3; Plat Book 1, p. 180, Plat Book 2, p. 14, 70, Clerk of Court, St. Johns County Courthouse; the cornerstones of the churches indicate some of the activities of the respective congregations).

St. Johns County contained one of the highest concentrations of homesteads filled during the Reconstruction era (1866-1877). In the Hastings region, the State of Florida conveyed properties to Henry Godwin, Hubbard Hart, W. E. Livingston, Jefferson Metts, Redding Metts, P. A. Masters, Eliza Sikes, Elijah C. Simkins, Asa Wilkerson, and Andrew Yelvington. In all, during Reconstruction the state conveyed 640 acres to farmers, investors, and settlers in the township later associated with Hastings. Farther north in the region associated with Elkton and Moccasin Branch, the State of Florida conveyed properties to Cornelius DuPont (1866), Gaspar Masters (1867), Alberto C. Rogero (1868, 1875), John Pickett (1869), Benjamin Turner (1870), Henry Floyd (1874), Francis Rogero (1874), and Casemero Masters (1876). At the close of Reconstruction in 1877, the state conveyed public lands to Messer Godwin in section 31, township 8 south, range 28 east (DEP Tract Book Township 9 South, Range 28 East; DEP Tract Book Township 8 South, Range 28 East).

Census schedules review several patterns of investment and settlement associated with those persons. In 1870, Alberto C. Rogero resided outside of St. Augustine near the Osceola precinct. Born in Florida about 1827, Rogero operated a farm with his son, Francis Rogero. He acquired public lands in the Elkton-Moccasin Branch region in March 1868 consisting of eighty acres in the south half of the southwest quarter in section 21, township 8 south, range 28 east and forty acres in the southwest of the northeast quarter in section 28. Rogero added forty additional acres to his holdings in October 1869 with the southeast of the northeast quarter in section 20. He acquired still more public lands in 1875 with the acquisition of the northwest quarter of the northeast in section 28. Between 1868 and 1875, Rogero acquired 200 acres in public lands alone, making him one of the largest landholders in the Elkton-Moccasin Branch region during Reconstruction. In 1870, the census valued Rogero's real estate at \$500 and \$100 was attached to his personal estate. Then without a wife, Rogero maintained a family of six children aged between fifteen and two years. In addition, Rogero accommodated roomers Henry and Julia Floyd. His oldest son, Francis Rogero, and roomer Henry Floyd each acquired property in section 28 west of Moccasin Branch in 1874. Nearby Francis A. Triay operated a farm with his wife, Laura Triay. Born about 1842 in Florida,



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Triay then had a more modest farm than his neighbor Alberto C. Rogero. Then holding little real estate, the Triays claimed a personal estate of \$150. They then had two children at home, eleven-year-old Magdalane Triay and nineteen-year-old Faustina Triay who worked at his father's farm (Bureau of the Census Population Schedules 1870 St. Johns County FL; DEP Tract Book Township 8 South, Range 28 East).

The Rogero-Triay House at 2615 CR 13 A (SJ4751) is located on property acquired from the State of Florida by Alberto C. Rogero in March 1868, providing an approximate date of construction for the house. An oral tradition asserts, however, that the house originally stood farther south in section 28 near the intersection of County Road 13 and County 13 A. Both Alberto C. Rogero and Francis Rogero acquired property in section 28 in 1868 and 1874, respectively. But, the property associated with the county roads intersection is historically associated with David Futch, the last name of which may have been the correct spelling of a Fitch surname recorded by deputy-surveyors in the 1850s in township 9 south, that is, the next township to the south from which the house currently stands. In June 1860, assistant marshal A. D. Rogero recorded David Futch residing in the 22nd division of St. Johns County with his wife, Frances, and three adult children. Carving out a homestead in southwest St. Johns County, Futch then possessed real estate assessed by the census with a value of \$200 and \$1,250 in personal wealth. Futch's closest neighbors then included Jane Bedell, Bartolo Masters, Jr., Mathew Raulerson, Alberto C. Rogero, Francis Rogero, William Sparkman, and Asa Wilkerson. Two months later, on 1 August 1860, Futch acquired from the State of Florida eighty acres consisting of the east half of the northwest quarter of section 28, township 8 south, range 28 east, a legal description that contains the intersection of the aforementioned county roads. Apparently, Futch then built a two-story house, which in 1863 he sold with the eighty acres to Alberto C. Rogero for \$800. Rogero acquired the adjacent south half of the southwest quarter of section 21 in March 1868. An oral tradition contends that after Rogero acquired the property he moved the house about one-half mile to the north at its present site, a location farther away from the Moccasin Branch wetlands. Raising a large family, Rogero married Lorenzo Purvis in 1851 and married a second time in 1875 to Eugenia Sanchez. In 1904 Rogero's widow, Eugenia Sanchez Rogero sold the house along with several tracts to Vincent Triay. Under the synthesis of legal instruments and oral tradition, the house was built about 1860 by David Futch, moved to its present location about 1868 by Alberto C. Rogero, and was sold to the Triay family in 1904. In 1910, Vincent and Rossadel Triay operated a farm with their sons Anthony and Stephen Triay. Completed about 1860, the Rogero-Triay House is one of the few antebellum buildings left standing in the Elkton and Hastings regions of southwest St. Johns County (Bureau of the Census Population Schedules 1880 St. Johns County FL; Bureau of the Census Population Schedules 1900 St. Johns County FL; Bureau of the Census Population Schedules 1910 St. Johns County FL; DEP Tract Book Township 8 South, Range 28 East; Deed Book Q, p. 388, Deed Book 7, p. 245 Clerk of Court St. Johns County Courthouse; Rogero-Triay House Landmark Designation, St. Johns County Land Development Code). The heritage of the Rogero-Triay House is part of a larger dynamic tension between professional historians who often pair oral history and oral tradition with conventional primary and secondary sources. The oral tradition of the Rogero-Triay House being built in the 1830s stands in contrast to the primary sources which



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indicate the house was built about 1860. This contrast may never be resolved and may endure as part of the historical continuum and oral tradition associated with this old house.

Some farmers settled in southwest St. Johns County, in part, because of steamboat service availability at nearby Palatka, Picolata, and Toco. Although steamboats sailed into Florida during the antebellum period, the Sunshine State entered its golden age of steam-boating following the Civil War. The first steamboat had navigated the St. Johns River bar and inlet in 1829. Regular service was initiated in 1831, when the *George Washington* made trips between Savannah, Jacksonville, and Picolata. By 1851, the *Gaston*, *Magnolia*, *Ocmulgee*, *St. Matthews*, and *Welaka* plied the waters between the port cities and along the St. Johns River. In 1860, the schooner *J. B. Bleeker* had navigated the river to Toco, where it delivered railroad tracks, spikes, and rolling stock for the nascent St. Johns Railway, a harbinger that would spell the end of the steamboat era within several decades. Picolata had enjoyed a brief existence as a resort village with steamboats delivering passengers to the Picolata Hotel. In 1866, Hubbard Hart initiated his Hart Lines Company. Hart's *Kate* and *Dictator* operated between Charleston, Jacksonville, Palatka, Picolata, and other ports along the St. Johns River. In June 1866, Hart acquired forty acres from the State of Florida in section 21, township 9 south, range 28 east, property previously squatted on by the Fitch family. Among the earliest to initiate service along the St. Johns River, Hart's steamboats faced competition from railroad companies in the 1870s and 1880s (Shofner 1974:119; Wood 1989:327; Buker 1992:46; Sastre 1995:46).

In 1880, the Elkton-Hastings region was enumerated as election precinct 6 for purposes of recording the census. That year, the census enumerated forty family units residing in twenty-eight dwellings or homesteads in the precinct. Primarily native Floridians, the vast majority of residents were farmers. Beyond the Rogeros, resident farmers consisted of Ryley Carter, H. A. Godwin, Jane Green, William Lopez, Bartolo Masters, James Masters, Philip Masters, Charles Merrifield, Columbus McBay, E. B. Philips, John Sanchez, M. R. Sanchez, John Simms, Manuel Solano, William Thompson, Benjamin Turner, Philip Weedman, and Asa Wilkerson. Georgian transplants to the region included Avery Dickerson, H. A. Godwin, Jane Green, John Mimms, and Asa Wilkerson. Also a native of Georgia, spinster Augusta Floyd headed a household that consisted of two sisters, twenty-four year old Julia Floyd, and seventeen-year-old Estell Floyd. South Carolina farmers cultivating the soils of southwest St. Johns County consisted of T. J. Russell and John Tildon. Beyond farming, occupations in the region included the North Carolina wheel wright John Morris who roomed in the home of Ryley Carter; school teacher Hattie Ripley of Pennsylvania and minister Oscar Collier of South Carolina both of whom resided in the home of Benjamin Turner; and lumberman Francis Ponce. By then, Francis Rogero had acquired public lands from the State of Florida and operated a farm adjacent to the farm of his father, Alberto C. Rogero. Nearby Celestino and Jane Triay operated a farm and raised four sons Francis, Fred, Vincent, and Walter Triay (Bureau of the Census Population Schedules 1880 St. Johns County FL; DEP Tract Book Township 8 South, Range 28 East).

Agriculture remained the primary occupation of St. Johns County residents during Reconstruction and the late nineteenth century. Subsistence farming with a small supplementary cash crop



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characterized the common yield. In general, St. Johns County ranked below statewide agricultural production levels. Cattle raising, orange and citrus production, operation of saw mills, cotton ginning, and turpentine were other activities by which residents of the county earned a living. Still, by 1880, St. Johns County ranked below the counties of Alachua, Columbia, Duval, and Nassau in the numbers saw mills, turpentine stills, and many other farm industries and manufacturing. At the close of the Reconstruction era, most of St. Johns County remained unsettled, covered by vast tracts of pine forests. Areas cleared of their forest included the relatively few homesteads that dotted the landscape, lands adjacent to creeks and rivers, and the alignment of the St. Johns Railway. The expansion of Florida's rail system in the following decades opened new opportunities for settlers and investors alike to establish farms and harvest the region's natural resources (Richard 1886:72; Barbour 1884:119; Bureau of the Census 1883:206-207; Bureau of the Census 1884:523).

3.4 Flagler Years, Farming, and Town Building in Elkton and Hastings during the Progressive Era, 1885-1919

One of the grandest visions in railroad building in late nineteenth century Florida was implemented by Henry Flagler, a former business partner of John D. Rockefeller. Flagler's influence on the development of the east coast of Florida and southwest St. Johns County cannot be overstated. The railroad in many practical ways created an easier way of life and stimulated the economy. Linking Florida's lower east coast to the nation by rail, Flagler's Florida East Coast Railway (FEC) became popular with wealthy visitors, who made annual vacation treks to Florida. The railroad also furnished a transportation route on which farmers could transport crops more quickly to market than by steamboat. Beyond coastal resort cities and fashionable hotels, the development of tracks by Flagler and several predecessor railroad companies created an impetus for the organization of farms and settlements at Elkton and Hastings (Pettengill 1952:106; Bramson 1984:27-28, 49-50; Akin 1988).

The oil baron first visited Florida in 1883, vacationing in St. Augustine. The Ancient City, long a winter mecca for the infirm, intrigued Flagler who determined to make it a tourist destination, the "Newport of the South." As he developed the Ponce de Leon, a magnificent Gilded Age hotel, Flagler searched for a means to improve the relatively poor transportation network of the region. Years of business experience dominating competitors and searching for new markets prompted him to expand Florida's anemic transportation system. He planned an efficient rail system to bring tourists to Florida, not unlike the network he had used in the Northeast and Midwest to carry oil from fields to refineries (Akin 1988:114-115, 134-138).

Flagler arrived in St. Augustine just after businessmen had built several new short-line railroads in St. Johns County. In 1866, the St. Johns Railway had been reconstructed between Tocoí and St. Augustine and was sold in 1870 to William Astor, the New York scion and millionaire. Later in the decade, a new locomotive, rolling stock, passenger cars, and tracks improved the railroad. One of its early laborers and managers was Utley J. White (Figure 3-10), who arrived in Florida in 1872.



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Utley J. White, c. 1910 (Chapin 1914)

Born in Brockport, New York in 1847, White moved with his family to Illinois in 1857 and arrived in Florida in 1872, the year had married Sarah Brice. As master of transportation for the railroad company, White managed twenty-four horses and mules until 1873, when the roadbed was reset for standard gauge and the company purchased a new locomotive and rolling stock. White moved easily between farming, logging, lumber, naval stores, and railroads. For part of his initial farm investments White acquired 560 acres from the State of Florida in June 1879 in township 9 south, range 28 east. Most of the acreage was located south of the area that became part of the Town of Hastings. Later, in December 1881, White organized his own railroad company, the St. Johns & Halifax Railway. In partnership with William B. Barnett and Sidney I. Wailes, two of Florida's leading bankers and politicians, White acquired rights-of-way for a roadbed between East Palatka and Daytona. William B. Barnett initially worked in harness shops in Indiana and Ohio before opening a general merchandise store in Kansas. In January 1871, Barnett organized the banking house of Barnett, Morrill & James from which he retired in 1877. That year, Barnett moved to Florida and established the Bank of Jacksonville. In 1888, Barnett reorganized the private institution into the National Bank of Jacksonville. The business eventually became Florida's legendary Barnett National Bank. Shunning politics for business, the banking magnate built the family business into one of Florida's leading investment houses. His investment in White's railroad came just four years after his move to Florida. He died in 1903 to be succeeded by other family banking giants William D. Barnett and Bion Hall Barnett. An attorney, bureaucratic agent, and investor in thousands of acres in Florida real estate, Sidney I. Wailes worked as Florida's state agent in the collection of Indian War Claims in the late nineteenth century. Wailes initially based his operations in Haines City, but then moved to Washington, D.C. In the 1880s, Wailes succeeded in collecting several cash and land indemnities from the federal government associated with reimbursement laws of the 1850s. In general, however, he failed to collect the majority of Florida's requests for reimbursements associated with Indian War Claims. Founded in 1911, the Town of Lake Wales was established on property acquired by Wailes from the State of Florida. The name of the settlement initially carried the spelling of his name, but was soon changed to Wales (Chapin 1914 2:30; Ginzl 2000:26-46; GLO 1891:200-201).

Supported by Barnett and Wailes, Utley J. White became the on-site manager of the railroad and farmlands established by the investors in southwest St. Johns County. In 1880, the census recorded White working in the logging trade and residing in St. Augustine on Tolomato Street. His parents, D. A. and Betsy White, lived nearby. In 1885, the Florida state census recorded White working in the railroad industry and residing in Putnam County's sixth precinct, presumably the Orange Mills region, with his wife, Sarah, and child, Lilla. In the mid-1880s, White sold a part-interest in his railroad to a relative Stephen V. White, a transaction that permitted him to invest more time in farming. Soon after selling the part-interest, White acquired 26,000 acres near Hastings on which he developed a rice plantation of 350 acres. He enjoyed some success until hail destroyed the fields. By 1900, White had moved to St. Johns County's eleventh precinct, where he was enumerated as a farmer. After selling much of his Hastings property, White purchased 32,000 acres at Haw Creek, where he built eighteen miles of timber railroad to feed cypress and pine mills that he developed at DuPont, a small village southeast of Bunnell. White built railroads, in part, to harvest the forests of St. Johns County and Volusia County, which then contained dense stands of



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trees ready to be drained of their pitch for naval stores and then harvested for lumber. His interests in trees, lumber, and naval stores replaced his earlier efforts farming the soils of St. Johns County for rice, potatoes, and winter vegetables. As late as 1910 White resided in St. Augustine, but continued to hold extensive tracts of forests and operate saw mills and turpentine stills. By then, White was one of the largest owners of real estate in St. Johns County and Volusia County. In July 1911, White sold 35,000 acres for over \$500,000 in the Haw Creek region and at the settlement of DuPont. His holdings then included a commissary for his saw mill and turpentine operations at DuPont, additional saw mills in other settlements, brick and tile yards, dredges, and tram roads. In the early twentieth century, White sold some of his properties to Tippecanoe Securities Company of Scranton, Pennsylvania, W. B. Hedgepeth, Theodore Shockney, and Richard W. Cody. In 1912, White constructed a large home at Lighthouse Park, a fashionable beachfront community on Anastasia Island (Chapin 1914 2:140-143; Florida State Census 1885 Population Schedules St. Johns County; Bureau of the Census 1900 Population Schedules St. Johns County; Bureau of the Census 1910 Population Schedules St. Johns County; *Florida Times Union*, 17 July 1911).

In the mid-1880s, after building twelve miles of tracks southeast of East Palatka, Utley J. White sold his share of the railroad business to Stephen V. White of New York. White completed the fifty-two miles of tracks to Daytona in 1886, the same year that the St. Augustine and Palatka Railway built twenty-five miles of tracks from Toco Junction south to East Palatka. The St. Augustine and Palatka Railway had been incorporated in February 1885. Consequently, by 1886 trains could transport freight and passengers by rail between St. Augustine and Daytona through the region that became Elkton and Hastings. In October 1888, new owners reorganized Utley J. White's original railroad into the St. Johns and Halifax River Railway. In 1892, the railroad was leased to the Jacksonville, St. Augustine & Indian River Railway, which belonged to Henry Flagler who subsequently acquired and merged the short-line into his expanding system. These railroads and their developers garnered many tracts of land in exchange for the construction of railroad tracks. In April 1885, the St. Johns & Halifax Railway Company acquired over 1,600 acres in township 9 south, range 28 east alone for its construction of tracks. In the 1880s, the Florida Legislature granted most railroad companies 3,840 acres per mile of track constructed, although a few received 6,000 acres per constructed mile. A revision to Florida law in 1893 authorized railroad companies to acquire 8,000 acres for each mile of track built. Flagler's total claims associated with railroad building in Florida amounted to 2,040,000 acres, land development and sales managed by James E. Ingraham and the Model Land Company (Pettengill 1952:103; Bramson 1984:24, 52; Johnson 1965:186, 190; Laws of Florida 1881:139-141; Laws of Florida 1885:84-85).

Thousands of acres were also awarded to predecessor railroad builders in St. Johns County. In April 1885, Utley White's St. Johns and Halifax Railway received 1,560 acres in township 9 south, range 28 east alone. Utley's railroad also received 3,840 acres for each mile of track built, which amounted to hundreds of additional acres in St. Johns County and Volusia County. Similarly, in June 1886, the St. Augustine and Palatka Railway received from the State of Florida 2,270 acres in township 9 south, range 28 east for its construction of tracks. Sixty hundred and forty of those acres consisted of section 24, township 9 south, range 28 east. North of Moccasin



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Branch in section 22, township 8 south, range 28 east the railroad company received 400 acres for track construction. Several private investors, including Stephen V. White of New York City, also benefited from his experiences with railroad building. In the 1870s, prior to his involvement with railroads, White heavily invested in Florida real estate. In July 1871, he and his brother, Nathaniel B. White, bought the Huertas grant southwest of Hastings on the St. Johns River for back taxes. Consisting of 4,000 acres, the property was bought by the Whites for \$43-23. In 1873, Stephen White acquired his brother's interest and then sold small tracts in the grant to various settlers and investors. He held some of the property as an investment to support the railroad that he completed between East Palatka and Daytona. Born in 1831 in North Carolina, Stephen V. White was graduated from Knox College in Galesburg, Illinois in 1854 and then studied law under John J. Kasson. He moved first to St. Louis where he worked as a reporter for the *Missouri Democrat* and then to Des Moines, Iowa, where he opened a law firm in 1856. He practiced law for nine years and in the mid-1860s was elected county judge. After the Civil War, White moved to New York City and became a stock broker. Described as a short, compactly built man, White united with other brokers to form an open board of brokers in 1865 and became a member of the New York Stock Exchange in 1869. In 1882, he organized the S. V. White & Company, an investment banking business. Popular and politically well-connected through his business, White was elected a Brooklyn Park commissioner in the early 1880s and then served as a representative in the 50th Congress in 1886. A director of the Western Union Company and the Lackawanna Railroad Company, White became intrigued with the nation's burgeoning transportation system. He invested heavily in railroad stocks and then organized and acquired railroads in emerging markets, including Florida where he invested in railroads, real estate, and a hotel. In September 1886, the State of Florida deeded Stephen V. White 3,600 acres in township 9 south, range 28 east alone. In that transaction, White received over 400 acres in sections that later became the Town of Hastings. In 1891, after experiencing several years of windfall profits, S. V. White & Company failed in the aftermath of a stock market correction that left the company \$1,000,000 in debt. Part of White's response to his failing business included divesting his interests in Florida properties. In 1891, White sold most of his interests in northeast Florida real estate to northeastern businessmen John Claflin and Frederick J. Jackson. A native of Brooklyn, Claflin became a member of his father's wholesale dry goods business, H. B. Claflin & Company, in 1873. The merchant made his home in Morristown, New Jersey, commuted into Brooklyn, and invested in Florida real estate. After his father's death, Claflin reorganized and expanded the family business, established the Associated Merchants Company in 1900 and the United Dry Goods Company in 1909. A trustee of several financial and charitable organizations, Claflin served as president of the New York State Chamber of Commerce in 1913 and 1914. His contacts and political influence brought him into contact with many prominent businessmen in New York City, including Stephen V. White. Claflin held his Florida real estate until 1902. During Claflin's period of ownership (1891-1902), Florida experienced various financial traumas, including the Panic of 1893 and the great freezes of 1894 and 1895, each of which had a depressing influence on Florida real estate. In 1902, Claflin sold much of his St. Johns County and Putnam County property, including the Huertas grant, to Thomas L. Clarke of Palatka who re-divided the Huertas grant, creating Clarke's Subdivision and a system of small farm units (DEP Tract Book Township 9 South, Range 28 East; Deed Book D, p. 306, 547, Deed Book 26,



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p. 31, Deed Book 42, p. 532 Clerk of Court Putnam County Courthouse; Marquis 1942:221, 1336; Clews 1886:586).

Natives of New York, the Whites were among the few northern investors and settlers in southwest St. Johns County and eastern Putnam County during the late nineteenth century. Prominent among other northern and New England settlers was Charles Merrifield. Born in Maine about 1835, Merryfield had arrived in St. Johns County in the 1870s. In 1880, a census enumerator recorded the farmer residing in St. Johns County's sixth precinct with his wife, Anna M. Merrifield, a native of Pennsylvania; eighteen-year-old Elizabeth Merrifield who had been born in Pennsylvania; and James Morgan, a nineteen-year-old African-American servant born in Florida. Merrifield acquired several tracts initially held by Rhydon Mays and Stephen V. White. In 1886, Merrifield had some of those lands surveyed west of Cracker Swamp and filed the Merrifield plat (Figure 3-11) with St. Johns County's clerk of court. The subdivision indicated that Merrifield's homestead stood in a citrus grove just south of the tracks of the St. Augustine and Palatka Railway and west of Cracker Swamp. In November 1891, Merrifield added to his holdings when he acquired from the State of Florida the southwest of the southwest quarter of section 18, township 9 south, range 28 east (Deed Book KK, p. 388-389 Clerk of Court St. Johns County Courthouse; DEP Tract Book Township 9 South, Range 28 East; Bureau of the Census 1880 Population Schedules St. Johns County FL).

After Flagler acquired the railroad that extended through southwest St. Johns County, he sent his cousin, Thomas H. Hastings (Figure 3-12) to develop an experimental farm near the Merrifield tract. Built about 1889, the Hastings House (Figure 3-13) was a two-and-one-half-story wood frame building with a tiered veranda incised within the primary roof. Hastings named the farm Prairie Garden, a name derived, in part, from an earlier reference to Rose Prairie Subdivision (Figure 3-14). That had been platted in July 1889 by Park Terrell, an Iowa farmer who saw promise in the rich bottomlands. In October 1891, the postal service opened an office at Hastings. Earlier that year, the vegetable committee of the Florida State Horticultural Society visited Hastings and included some of their observations in the society's published proceedings. The vegetable committee then consisted of farmer I. E. Burgess of Grove Park, a settlement in Lake County; H. G. Hastings, an Interlachen merchant-farmer; and R. A. Mills of Chuluota. The secretary of the society, Edward O. Painter, read the vegetable committee's report at the society's 1891 annual meeting. Painter then published the *Florida Agriculturist* in DeLand and later became a prominent Jacksonville fertilizer manufacturer. The report centered on the exploits of Thomas H. Hastings and Utley J. White. When Burgess, Hastings, and Mills arrived in Hastings, they found Thomas Hastings surveying forty acres to extend his garden and rice fields. The farmer told the committee members that in August 1890 the settlement was an unbroken flatwoods. They also reported that "It would be hard to find as many acres in one body anywhere in the State so nearly on the same level, to all appearance to the eye, yet with a gradual slope so that perfect drainage can be had by ditching." Painter also reported that Thomas Hastings had "built his house and barns among the pine and used the prairie land for his garden, and as we walk around the premises and see the tomato plants loaded with fruit, some growing, too, on a land that had never felt a plow;



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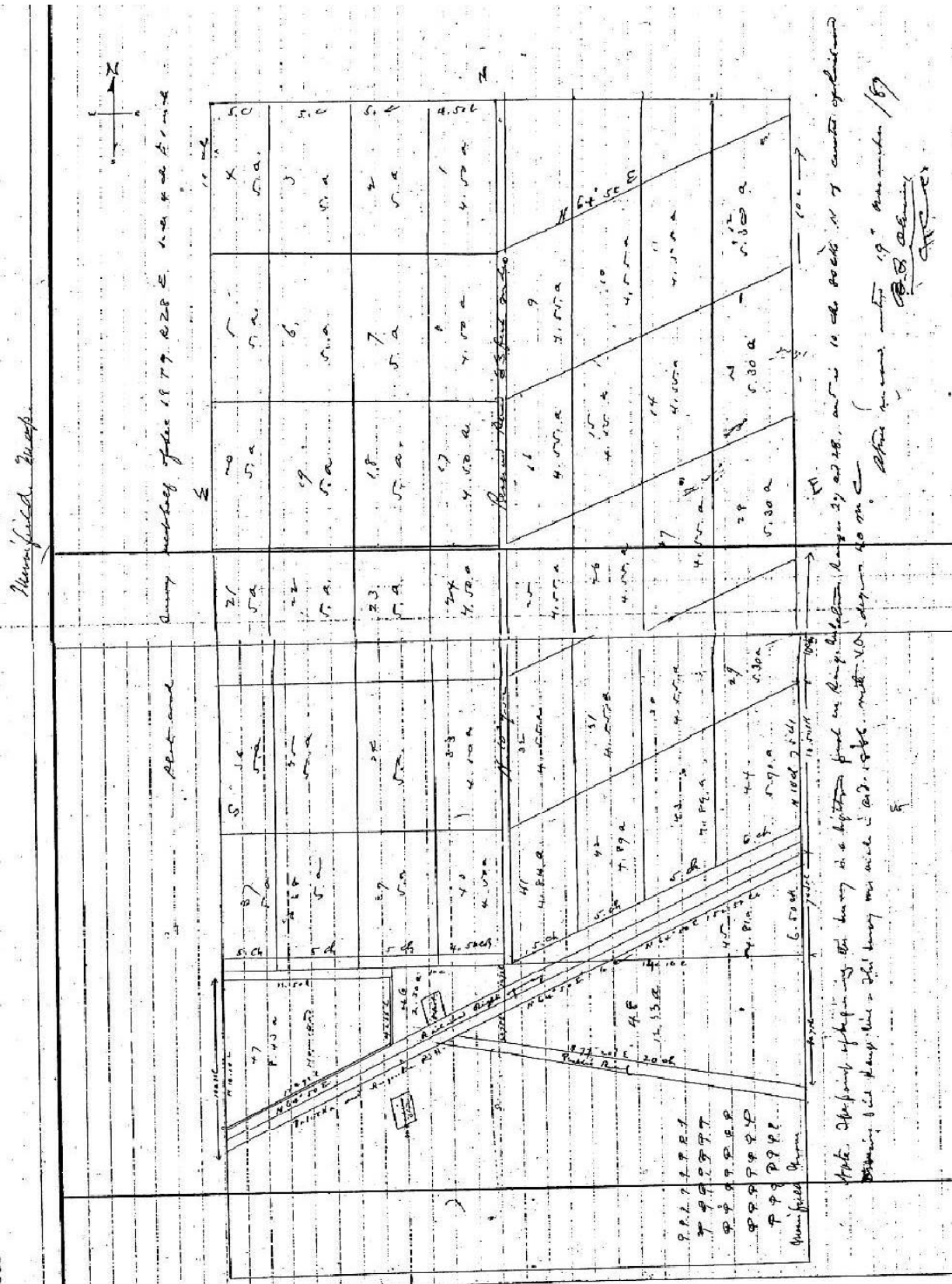
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Merrifield Subdivision, 1886 (DB KK, p. 388-389 Clerk of Court St. Johns County Courthouse)



Thomas H. Hastings, c. 1890 (TOH)



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Elkton Hastings Historic Farmstead Survey
St. Johns County, Florida

Figure 3-12

Figure: 3-12

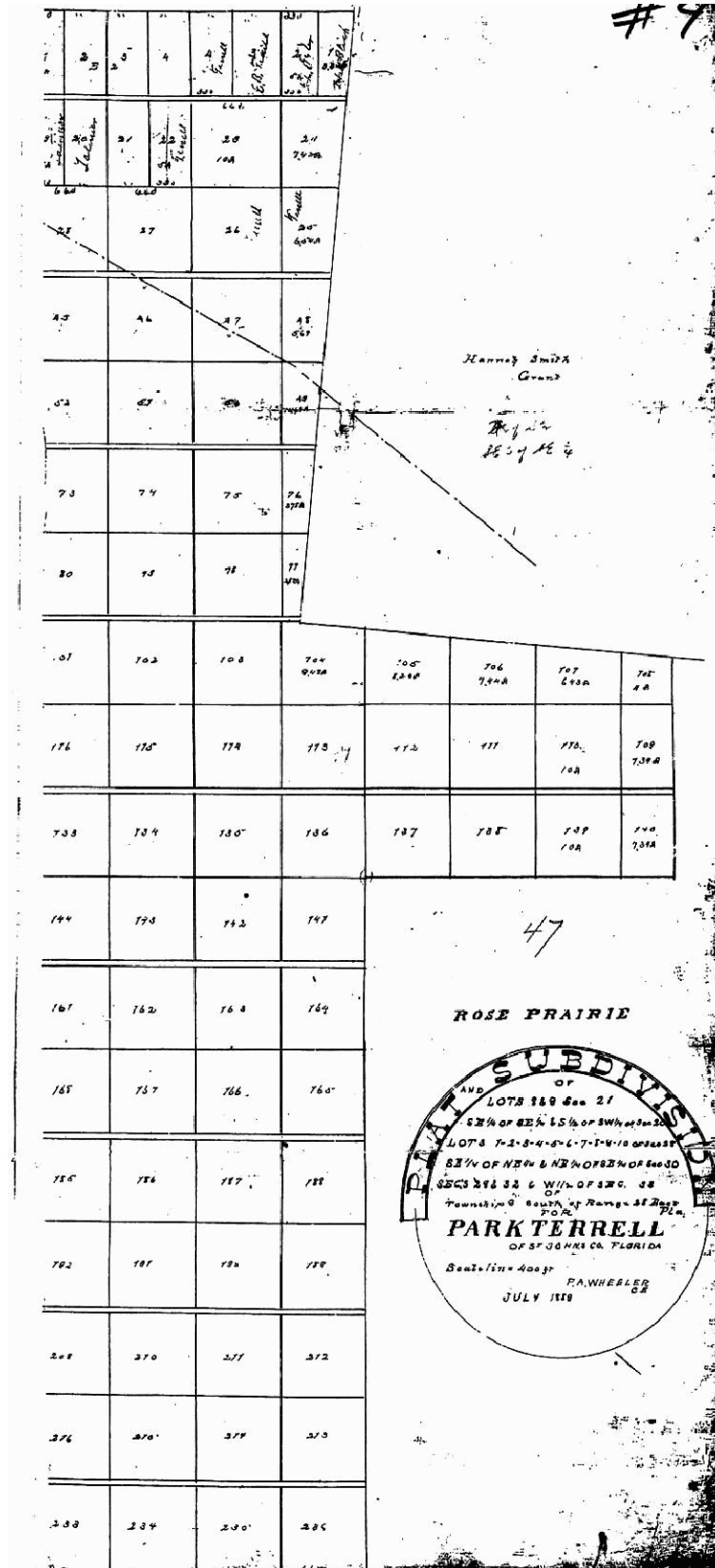
Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009



Hastings House, c. 1889 (Leonard Part 1 Slide 42)



Park Terrell's Rose Prairie Subdivision, July 1889 (Map Book 1, p. 47 SJCCH)



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Elkton Hastings Historic Farmstead Survey
St. Johns County, Florida

Figure 3-14

Figure: 3-14

Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009

cucumber vines that are about through bearing, yet can still boast of "cukes" over two feet in length, cabbage in huge piles that is being fed to the "razor backs" instead of being shipped to fill the coffers of the railroads and commission merchants, we can't help but wonder, how did he do it all." Hastings pointed the committee to four-inch wells that provided the fields with irrigation. Burgess, Hastings, and Mills estimated that the Thomas Hastings's farm was about two miles from the farm of Utley J. White. White had recently fenced his 4,000 acre farm, which centered on a 400 acre prairie planted in rice (FSHS 1892:137-139; TOH).

The farms of Hastings and White also caught the attention of federal officials. In 1892, Richard Hinton of the United States Department of Agriculture submitted to the United States Senate A *Report on Irrigation and the Cultivation of Soil*, a treatise that included the irrigated farms in Florida. The chapter on Florida began with the exploits of Thomas Hastings and Utley J. White. Hinton reported that "The rainfall being uncertain while the heat is great, irrigation becomes an essential part of the economy of farm and orchard." Hinton found that "The most successful and as it probably is also the most thoroughly practical experiment yet made in irrigation by artesian water is that of Thomas H. H. Hastings, of Hastings (Merrifield post-office), in St. Johns County. Mr. Hastings is a northern man, who on flat wood land, cultivates early vegetables on an extensive scale. The results of his efforts, both in irrigation and maintaining the temperature of the "cuke" or cucumber and other forcing houses, have attracted wide attention." (United States Senate 1892:336-337)

Hastings revealed to Hinton that he had improved his property and plowed his first field in August 1890. Initially, he cultivated upland rice, but also grew Irish potatoes, turnips, and Bermuda onions. Hastings fed his livestock with rice straw rather than purchasing hay. In 1891, he reported that in his neighborhood there were seven artesian wells and he counted twenty artesian wells within a radius of seven miles. To irrigate his rice fields and crops, Hastings drilled a four-inch well, obtaining the first flow at 190 feet and a second flow at 239 feet. He measured the pressure at ten pounds per square inch, recorded the temperature at between 74°F and 79°F, and detected slight sulfur content. He used a five horsepower motor to irrigate 100 acres, but the natural force of the water pressure was sufficient to provide his home and barn with running water. Close to the well Hastings built a large "cuke house" (Figure 3-15) measuring 156 feet long by twenty-two feet wide. Built with wood-and-glass, the cuke house was similar in design and materials to greenhouses built in the North, but did not have steam-heating apparatus. Supported by the irrigation system, four beds ran the length of the structure. On cold nights when Hastings anticipated that the temperature would drop to freezing or below he used the irrigation system. Diverting a flow of water into the cuke house ditches produced a stream of water between three and six inches deep. The water's natural temperature maintained a greenhouse temperature of 60°F even when the outside temperature dipped below freezing. Hastings's farm also included prairie gardens and tomato frames. From a single well, Hastings irrigated his fields through a series of ditches, flood-gates, and trenches extending one-half mile from the water source. His experiments with rice used a system of crop rotation in which "After the vegetables are all harvested and the



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Thomas Hastings's Greenhouse, c. 1890 (Leonard Part 1 Slide 43)



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Elkton Hastings Historic Farmstead Survey
St. Johns County, Florida

Figure 3-15

Figure: 3-15

Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009

land plowed it is planted to rice and the water turned on. In a great deal shorter time than one would think the ground is thoroughly saturated and the rice sprouts. Thus the land can be used the year round" (United States Senate 1892:336-338).

The congressional report also contained observations pertaining to the farming efforts of Utley J. White. Between October 1889 and February 1891 White drilled four four-inch wells ranging in depth from 150 feet and 250 feet at a cost of between \$200 and \$400 each. Yielding 300 gallons of water per minute, each well had water pressure sufficient to project a geyser of water thirty feet in the air. White's four wells produced 1,728,000 gallons in twenty-four hours. He dredged a series of main ditches, flood-gates, laterals, and furrows to distribute the water throughout his 350-acre farm. For periodic irrigation, White used the wells to fill main ditches, flood-gates to direct the water, and laterals and furrows to nourish plants. In the late-1880s, White reported the land as very level with clay subsoil averaging eighteen inches in depth, which aided in the retention of water around plant roots. White, too, planted rice as well as citrus, and various truck crops, including beets and peas. The *Florida Agriculturist* reported in 1891 that White "...was busy shipping cabbages from a 40-acre tract, and trying to figure out how much he would make at \$17 net per car load, a large prairie of 400 acres, nearly all of which is covered with a crop of rice just coming up. This land three months ago was in its virgin state. Right through the center of this tract a canal is cut which is about 3 miles long. Into this canal the water from three artesian wells is turned on and from here it is carried to all parts of the rice field. One can see a rice bed 1¼ miles in length with water flowing at every 40 feet. Last year, on some trial beds of rice, Mr. White gathered nearly 100 bushels to the acre, and the product was pronounced as fine as any from Louisiana or South Carolina. Some South Carolina planters have become very much interested in it." Reports of Hastings's and White's achievements in the state's official horticultural journal and in a congressional document helped bring brought attention to southwest St. Johns County as a viable farming community. The artesian wells, rich soils, and temperate climate encouraged settlement and the expansion of farms (United States Senate 1892:338).

Over a century later, Greg Leonard, scion of the prominent nineteenth-century Leonard family of Hastings, Florida, produced a Power Point presentation entitled *A Homecoming: A History of Hastings, Florida*. Completing his work in 2006, Leonard worked with a team of volunteers to collect and compile over 1,400 photographs and hundreds of documents pertaining to the history of southwest St. Johns County and eastern Putnam County. One of Leonard's slides contained a letter to Mrs. Miles of St. Johns County from Elsie Hastings, the daughter of Hastings's founder, Thomas H. Hastings. Born about 1888, Elsie Hastings was educated in art, which she later taught at Santa Barbara Senior High School in Santa Barbara, California. In her 1940 missive to Mrs. Miles, Elsie Hastings explained that "My father cleared a large tract of land upon which he built our house and small log cabins for the families of the foreman and forty workers, large green houses, and a log cabin play house for me. These were the only buildings in that section of the country. After he had the depot built the first station agent was a young man by the name of Mr. Gene Sanchez. He lived with us. After we left, he went to St. Augustine.... My father shipped strawberries and vegetables especially cucumbers to the New York hotels during the winter seasons. He raised rice at one time and flocks of rice birds would come. Then the men would shoot them and we all had a treat. These



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little birds were just about 2 or 3 inches long and delicious eating. We left Hastings on account of my father's health. The plantation was too much work for him. We moved to St. Augustine where he died in July 1897...." (Leonard Part 1 Slide 44).

Elsie Hastings explained that after the death of her father, she and her brothers abandoned farming and Florida for professional careers in California. In April 1940, she revealed that "There were four of us children: Dr. Hill Hastings, who is an ear nose & throat specialist now (in Los Angeles); Thomas H. Hastings who was a lawyer, but died several years ago; Alfred B. Hastings, who is a real estate and insurance broker (in Beverly Hills); and Elsie Hastings, who is head of the Art Department of the Santa Barbara Senior High School" (Leonard Part 1 Slide 44). Beyond the Elsie Hastings's letter, some of Greg Leonard's important finds during the collection of resources for the Power Point presentation include photographs of the Thomas Hastings house and green house. Those buildings and structures were part of the early farm economy of Hastings promoted by Henry Flagler (Leonard Part 1 Slides 42 and 43).

Henry Flagler promoted Hastings village as a farming community, in part, so fresh vegetables could be produced for guests staying at his fashionable hotels in St. Augustine, and, in part, to provide income for his railroad to transport crops to market. Flagler organized several land companies, developed experiment farms in Broward, Dade, Palm Beach, and St. Lucie Counties, and experimented with town building at Dania, Hallandale, and White City. Through the *Florida East Coast Homeseeker*, a newspaper issued by Flagler's land companies, Flagler disseminated information about Florida's agriculture, coastal communities, and mild weather. Hastings was the earliest, if not the first, of Flagler's experimental farms and towns (Akin 1988:184-187).

Substantial growth in the county's agricultural heritage stems from the Flagler era. In the 1880s, subsistence farming characterized St. Johns County's rural economy, which ranked far behind Alachua, Duval, Escambia, and Nassau Counties in the timber and turpentine industries. In 1889, census enumerators counted 510 farms in St. Johns County, the majority of those under fifty acres. Only two farms contained 1,000 acres. In 1890, farmers harvested 51,000 bushels of sweet potatoes from 357 acres. Only twenty-five acres were then planted in Irish potatoes, yielding 1,200 bushels. By 1895, cultivated lands in the county amounted to 4,600 acres and nearly 10,000 head of cattle roamed the county's pastures and woods (Bureau of the Census 1883:206-207; Bureau of the Census 1895: 128, 202, 280, 464).

Potatoes became a crop of choice for many of the county's farmers, especially after devastating freezes swept into Florida during the mid-1890s. In the early morning hours of 29 December 1894 temperatures dipped throughout Florida and reached 19°F in Rockledge. At St. Augustine, the temperature dipped to 16°F. Another report indicated that "A line drawn from Manatee to Titusville would mark the southern limit of temperatures below twenty degrees." The cold ruined vegetable fields and defoliated some citrus trees, causing most trees to drop their fruit. A warm interval followed, which promoted the flow of tree sap. Then, on the morning of 8 February 1895, temperatures again dipped well below freezing. Farther inland and to the south, at DeLand, one grower reported citrus trees split asunder with a noise resembling the sound of cracking walnuts.



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Even in Key West residents reported a light frost. The second cold blast killed thousands of citrus trees throughout the state. Mature Florida orange trees in 1893 numbered about 3,000,000; by late 1895, that figure had declined to fewer than 90,000. The 1893-1894 season had generated 2,500,000 boxes of fruit; the following year orange trees yielded only 150,000 boxes of fruit (Attaway 1997:29-37; *Florida Times Union*, 9 February 1895).

Interest in Florida's agriculture and development compelled Helen K. Ingram to include a description and photographs in her travel guide to Florida. Published in the 1890s, one of those pictures depicted farmers digging potatoes in May 1895, one of the first harvests of Florida vegetables in the wake of the 1894-1895 freezes. Some St. Johns County farmers replanted their citrus groves, but a subsequent freeze in February 1899 destroyed some of their efforts. One farmer at Mandarin reported ice forming in the St. Johns River in the 1899 freeze. Apocryphal stories of farmers abandoning their homesteads and barns near Jacksonville and Palatka to begin afresh in South Florida probably applied to some farmers in St. Johns County. Others adapted to the conditions and found new crops. Indicative of the diminished status of the North Florida citrus industry, St. Johns County's farmers packed only 13,000 boxes of oranges in 1919. By the mid-1920s, some packing houses in Orange and Polk Counties harvested more fruit in one week than from all of the groves harvested in St. Johns County during an entire season (Attaway 1997:34, 43-44; Bureau of the Census 1922:378-379; Ingram 1895).

In the wake of the 1890s freezes, the Wetumpka Fruit Company of Boston was among the largest agriculture businesses to plant citrus groves in Hastings. The fruit company derived its origins from the Boston area and Plymouth County, Massachusetts where several generations of Blackstone, Leonard, Locke, Marrell, and Strann family members directed its operations during the late nineteenth and early twentieth centuries. Wetumpka is generally associated with a town near Montgomery, Alabama. But, in early nineteenth century Florida the region known as Wetumpka radiated around Fort King, Ocala, and Marion County. Organized in the late nineteenth century, the Wetumpka Fruit Company was directed by Joseph H. Marrell, Fred M. Leonard, and Edwin F. Locke in 1899. Born in Massachusetts in 1848, Edwin F. Locke had become a successful fruit dealer who resided in Chelsea in 1870. By 1900, Locke resided in Medford with his wife, Emma Locke, three children, and a cousin, as well as supporting a coachman, seamstress, and providing a room for a military officer. Locke commuted each day into Boston where he helped manage the Locke & Company fruit market in Faneuil Hall. Organized in the 1840s, the Locke family fruit market became a familiar site in Faneuil Hall, occupying stalls 97, 99, and 101 in the landmark building. The Lockes advertised their products in various newspapers, including the *Boston Globe* and *Christian Science Monitor*. The family's fruits, vegetables, and hothouse products included citrus and vegetables from the Wetumpka Fruit Company's groves and fields in Hastings. Over the decades, Edwin F. Locke, Isaac Locke, and Isaac H. Locke each served as officers and directors of the Wetumpka Fruit Company, building the business into a profitable agriculture venture to feed the customers of Locke & Company in Boston. Subsequent company presidents and directors in the opening decades of the twentieth century included Hollis M. Blackstone and Henry J. Strann. Residents of the Town of Bridgewater, a small town west of Plymouth, Massachusetts, Blackstone and Strann in addition to their work with the Florida citrus company in the 1910s served as the



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superintendent and accountant, respectively, for the Massachusetts State Farm system. As superintendent, Blackstone helped organized a 1,500-acre 3,000-bed prison farm with 900 acres planted in vegetables. In the 1910s, Blackstone directed his staff and inmates to plant 50 acres in Irish potatoes from which they harvested 285 bushels per acre, planted corn, and stored 1,100 tons of ensilage for livestock. For Blackstone, farming was the greatest single activity at the state prison. Produce cultivated at the state farm not only fed prisoners at Bridgewater, but also provided fresh vegetables to Locke & Company at Fanuiel Hall (Bureau of the Census 1900 Middlesex County MA; Bureau of the Census 1920 Plymouth County MA; *New York Times*, 30 April 1930; *Christian Science Monitor*, 15 October 1915; BOP 1920:88-91).

If the Blackstones, Lockes, Marrells, and Stranns directed the Wetumpka Fruit Company from afar and profited from its success, then the Leonard family of Massachusetts and Florida was firmly at the helm of the company's farms, fields, and groves in Hastings. A director of the fruit company in 1899, Fred M. Leonard was the oldest son of Lewis and Lucy Leonard. Born about 1856 near Middleborough, a village south of Bridgewater, Massachusetts, Fred Leonard was raised in a farm family. In 1860, a Massachusetts census enumerator listed Lewis Leonard as a master farmer with \$1,500 in real estate and \$250 in personal estate. Lewis Leonard's younger son, George Waterman Leonard was born in Bridgewater in 1860. Also reared in the farming tradition, George W. Leonard remained in Massachusetts until 1881 when he relocated to Lowell, a settlement in Marion County, Florida. In 1885, a state enumerated recorded George W. Leonard resided in the third precinct of Marion County, farming land with an older cousin, M. Perkins. In 1886, Leonard married Emma J. Billings. While in Marion County, Leonard developed some of the first holdings of the Wetumpka Fruit Company of Boston, and served as the manager of the company directed by Joseph H. Marrell, Fred M. Leonard, and Edwin F. Locke. Fred Leonard handled sales and marketing in Massachusetts. The Leonards remained in Lowell until October 1895, when they moved to Hastings, a move that coincided with the aftermath of devastating freezes in December 1894 and February 1895. From his new base in Hastings, Leonard purchased stock in the Wetumpka Fruit Company. He also urged the company's directors to open new fields and groves in Hastings, where he helped build and served as manager of the company's 1,300-acre farm. Leonard directed the acquisition of property, planted forty acres in citrus, and cleared and planted several hundred additional acres in vegetables. George W. Leonard also completed the two-and-one-half-story wood-frame house (Figure 3-16) at 8650 Hastings Boulevard (SJ2583 RN23). In 1896, George W. Leonard became a member of the Florida State Horticultural Society. His contributions in Florida citrus and agriculture earned him a life membership in the society by 1898 (Bureau of the Census 1860 Population Schedules Plymouth County MA; Bureau of the Census 1870 Population Schedules Plymouth County MA; Bureau of the Census 1880 Population Schedules Plymouth County MA; Florida State Census 1885 Population Schedules Marion County FL; PFSHS 1896; PFSHS 1898).

The Leonards were among approximately 100 families residing near Hastings at the end of the nineteenth century. In 1900, census enumerator Raymond Kelton listed George W. and Ella J. Leonard with six children: Fannie, Flossie, George V., Stella, Lewis, and Lucy. That year, Kelton



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Leonard House, c. 1900 (Leonard Part 1 Slide 96)

enumerated 380 persons who resided in 102 households in St. Johns County's eleventh precinct, which correlates with the Hastings precinct. Beyond farmers and day laborers, the most commonly-listed occupations in the precinct, jobs, professions, and trades listed by Kelton included assistant postmaster, blacksmith, carpenter, cooper, grocer, merchant, postmaster, superintendent, surveyor, teamster, telephone operator, and turpentine worker. James B. Kettle was the settlement's postmaster and his daughter, Emma Kettle, was the assistant superintendent. Born in England, James and Clara Kettle had immigrated to America in 1869. A native of Georgia, Daniel A. Middleton worked as a grocer and Charles A. DuPont operated a mercantile business, an occupation also held by William Shackley. Also a native of England, Cordell Ingall had immigrated to the United States in 1890 and worked as a carpenter in Hastings in 1900. Other Hastings carpenters who constructed homes and buildings in Hastings during the late 1890s and early twentieth century were Nathan Keller, Philip McCorb, and Charles Terrell. Teamsters included Edison Carter, John Hall, Edwin McQuay, and Frank Pellicer. Hastings's metal workers consisted of cooper William Young and blacksmith Russell Glisson. William Harvey was the sole surveyor in the precinct. Twenty-five year old Sallie White, the daughter of Utley J. and Sarah White, superintended the White's farmlands (Bureau of the Census 1900 Population Schedules St. Johns County FL; Chapin 1914 2:121-122).

African-Americans built some of the houses and buildings developed in Hastings during the late nineteenth and early twentieth centuries. They also plowed fields, planted seeds, picked citrus, and harvested crops grown in Hastings. The majority of Hastings's African-American households resided north of the downtown beyond the railroad tracks. Fifty-six African-Americans comprised fifteen percent of Hastings early twentieth-century population. In 1900, twenty-four households out of 102 households in Hastings supported these black families. The vast majority of Hastings's blacks worked as day laborers and farm laborers. Several residents also worked in the turpentine industry. Hastings's African-American heads of household then consisted of dressmaker Christina Allen, Jim Brown, Thomas Bryant, Noah Cullar, Robert Donning Herman Ellis, Isaac Inwood, Samuel Johnson, Adam Jones, James Jones, Benjamin Jordan, John Leath, L. J. Lissamore, John Riley, dressmaker Ida Sanders, Samuel Strong, and Emanuel Washington. Samuel Strong's wife, Ellen Strong, contributed to the household working as a laundress. A native of South Carolina, Samuel Johnson maintained the largest black household in the precinct. In addition to his wife, Nancy Johnson, and three children aged five to one years old, Samuel Johnson provided rooms for four brothers and sisters aged eighteen to ten years old. Natives of South Carolina, the Johnsons had moved to Florida about 1894. Like the Johnsons, most of Hastings's blacks were native South Carolinians, although several were from Alabama, Florida, Georgia, Kentucky, New Jersey, North Carolina, and Virginia. Some of Hastings's African-Americans worked in the groves and fields of the Wetumpka Fruit Company (Bureau of the Census 1900 Population Schedules St. Johns County FL).

On 8 August 1906, the Massachusetts tax commissioner certified the Wetumpka Fruit Company to conduct business in the Commonwealth of Massachusetts. The fruit company acquired its initial real estate in Hastings in September 1906 much of which was conveyed by various members of the Leonard family to the company. In March 1905, just prior to the purchase, Leonard hired James



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Harvey to survey some of the lands the company was investigating. The following year, Leonard hired St. Augustine civil engineer Robert Ransom to re-examine the survey and measurements and re-draw the plat (Figure 3-17), which was filed in the office of the clerk of court in St. Johns County Courthouse in 1906. The company's real estate then radiated across part of sections 29 and 32 in township 9 south, range 28 east and section 5, township 10 south, range 28 east. Hastings Boulevard extended along the western edge of the company's holdings. The Leonard House stood near the northwest corner of the property and a citrus grove radiated farther east. By then, various settlers and farmers occupied neighboring tracts, including Bugbee, J. Bradley, Harriot, Hickock, and W. Sellers. A system of ditches supported the property, including a large ditch that extended east to Wilkinson's Branch. The subdivision also provided a basis for several roads, including Hastings Boulevard, Leonard Road, and White Tower Road. The company added to its holdings over time. In October 1911, Fred M. Leonard sold the Wetumpka Fruit Company several hundred acres in section 29, township 9 south, range 28 east. Then, in February 1912, George V. and Faith Leonard sold the company several hundred acres of groves in Marion County, Florida, property that George Leonard's parents had acquired in the nineteenth century. These transactions were more than simple transfers of real estate; they reflected the Leonards's increasing investments in the Wetumpka Fruit Company and assuming more control and influence over its operations (Bureau of the Census 1900 Middlesex County MA; Bureau of the Census 1920 Plymouth County MA; Map Book 1, p. 120, Deed Book 11, p. 196, 231, Deed Book 12, p. 331, 366, 367, Deed Book 28, p. 566 SJCCH).

After the deaths of George W. (1905) and Emma J. Leonard (1910), the latter's sister, Mary Billings, temporarily assumed management of the farm and raising of the family. A census enumerator recorded that Billings raised her nephews and nieces with George V. Leonard serving as overseer of the farm in 1910. Born in 1890 in Lowell, Florida, Leonard had moved with his parents to Hastings in 1895. By 1910, George V. Leonard supervised a 260-acre farm of which forty acres were planted in citrus and 145 additional acres cultivated to various vegetables, but primarily potatoes. In 1912, he married Lillie Brinson from Live Oak, Florida. By 1913, Leonard cultivated 260 acres of citrus for the Wetumpka Fruit Company. The groves were planted in grapefruit, oranges, and tangerines. Each season, the Wetumpka Fruit Company shipped about thirty carloads of fruit, most of it to Boston (Chapin 1914 2:122).

By 1910, the Wetumpka Fruit Company had developed mature citrus groves southeast of Hastings sufficient in size to attract the attention of scientists at the University of Florida. In 1913, S. E. Collison of the Florida Agricultural Experiment Station in Gainesville published *Sugar and Acid in Oranges and Grapefruit*, a study that included the Parson Brown orange variety planted by the Lowell-Wetumpka Fruit Company. Beyond the Wetumpka Company, Collison tested the fruit of growers at Arcadia, East Lake in Lake County, Florence Villa in Polk County, Glen St. Mary, and Winter Haven. Collison's treatise identified the percent of juice yielded by fruit, assessed the taste as sour, sweet, tart, or very sour, and measured levels of acidity and sucrose. Taking two samples in October 1913, Collison found the Lowell-Wetumpka Fruit Company's Parson Brown oranges sweet and tart. From seedling grapefruit trees in Wetumpka groves, Collison tested two additional samples which he assessed as sour and tart (MTC 1909:447; 1913:7, 18)



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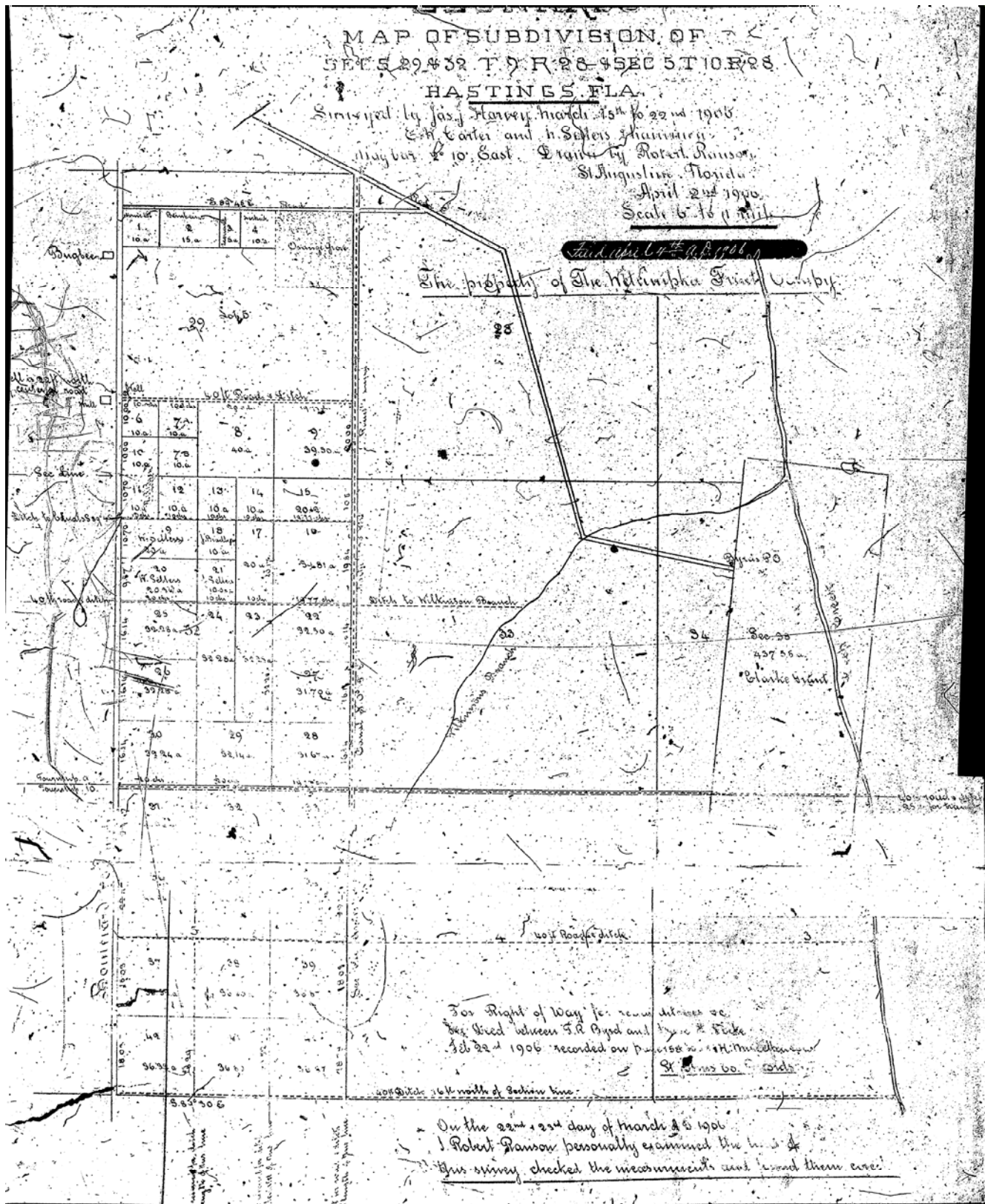
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Leonard's Subdivision of Wetumpka Fruit Company Lands at Hastings, 1906
(Map Book 1, p. 120 SJCH)

The Wetumpka Fruit Company was among a handful of property owners who subdivided property in Hastings during the early twentieth century. West of the fruit company's land (Figure 3-18) the Erwin & Estes Development Company opened a large subdivision. Taking in hundred of acres in sections 28 and 33, the Erwin & Estes Subdivision abutted the Hannah Smith grant and formed the basis for Kelly Road, Reid Road, Reid Packing House Road, and White Tower Road. One of the developers, James W. Estes hired William Mickler of St. Augustine to survey their property about 1901. In 1904, the partners leased several hundred acres in their subdivision to Thomas R. Byrd. In 1907, Byrd purchased the tracts, permanently expanding his holdings in the Byrd settlement southeast of Hastings. A native of Leon County, Florida, Byrd worked at a saw mill in Jacksonville and on a farm in Volusia County before arriving in Hastings in 1886. In the wetlands of Deep Creek, Byrd organized a large farm, established saw mills, and amassed 500 acres of pine forest to turpentine. Byrd also helped organize the Hastings Development Company, holding the position of vice president and establishing a community named after him in Deep Creek's headwaters. In 1905, the postal service opened an office at Byrd, but closed the facility in 1916. A small African-American settlement named Silver Hill emerged east of the Byrd community. In 1905, Byrd conveyed a parcel to the congregation of Mt. Olive Baptist Church and in 1911 another parcel to the county's board of public instruction for a school. Byrd's public service included two terms on the board of county commissioners (Map Book 1, p. 106, Deed Book 10, p. 306, Deed Book 14, p. 160, Deed Book 15, p. 82, Deed Book 22, p. 302, St. Johns County Courthouse; Chapin 1914 2:731; Bradbury and Hallock 1962:12).

Although the Wetumpka Fruit Company sold some of its Hastings real estate to farmers and settlers, they planted much of it in vegetables and citrus. Citrus crate labels from Wetumpka Fruit Company were applied to many of the crated products shipped to market from Hastings. Since the 1880s, the nation's citrus growers and packers had used colorful crate labels to establish brand recognition with auction houses and consumers. As groves expanded and fruit sales became more competitive, Florida's growers developed still more distinctive labels as part of their marketing strategy. Displaying colorful decorative art, the crate labels were printed in different sizes, typically in either a nine inch square or narrow rectangular strip format. The labels generally expressed popular themes: animals, flowers, groves, humor, patriotism, royalty, songs, and exotic subjects. After leaving the packing house, crates of fruit were shipped by boat or rail to markets in the North, primarily Boston, Chicago, and New York. Once in an auction house, the citrus crates were stacked high with the labels displayed in an attempt to catch the eye of auction brokers buying the fruit for resale. Some labels were produced by artists for a particular company intent on branding their own product and individuality. In contrast, stock labels displayed a common theme over which a citrus company's name was imprinted, thereby reducing costs. Competition among citrus packers reached a feverish pitch during the Great Depression, compelling the Florida Citrus Commission to begin registering citrus crate labels in 1937. Located by Greg Leonard during his collection of historical information on southwest St. Johns County and eastern Putnam County, picturesque labels developed and printed for the Wetumpka Fruit Company exhibited art work reminiscent of beautiful grove-and-river scenes at Hastings. The company marketed its products under the "Prairie Flower" (Figure 3-19) and "Prairie Garden" (Figure 3-20) labels, names derived



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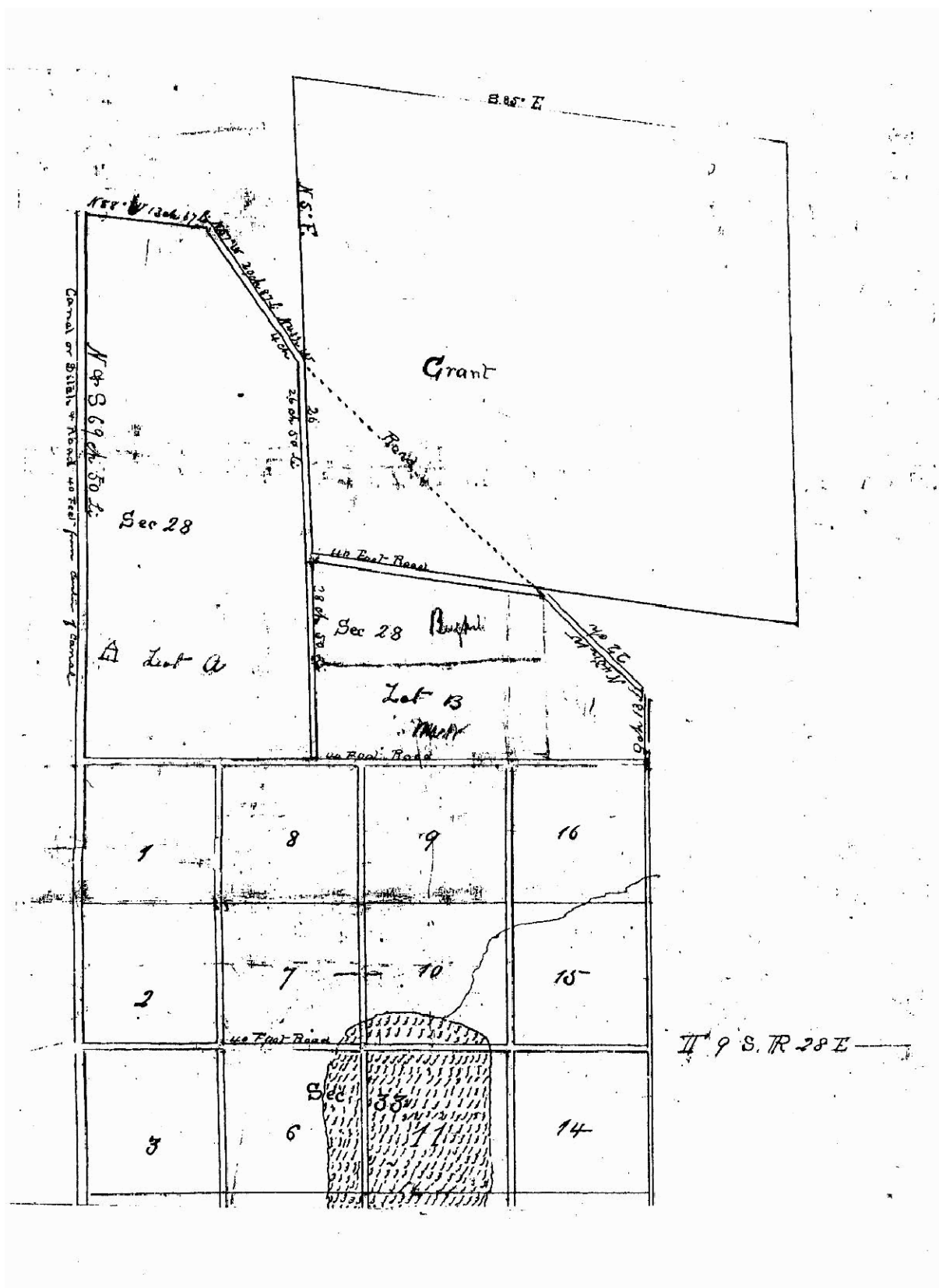
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Erwin & Estes Subdivision, c. 1901
(Map Book 1, p. 106 Clerk of Court St. Johns County Courthouse)



Prairie Flower Citrus Crate Label, Wetumpka Fruit Company
(Leonard Hastings Part 1 Slide 166)



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Elkton Hastings Historic Farmstead Survey
St. Johns County, Florida

Figure 3-19

Figure: 3-19

Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009



Prairie Garden Citrus Crate Label, Wetumpka Fruit Company
(Leonard Hastings Part 1 Slide 165)



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Elkton Hastings Historic Farmstead Survey
St. Johns County, Florida

Figure 3-20

Figure: 3-20

Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009

from Hastings's earliest history associated with the Rose Prairie Subdivision of the nineteenth century. The latter crate labeled advertised that the company was part of the Oklawaha River Citrus League. From its citrus packing house (Figure 3-21) on Leonard Road in Hastings (SJ2582), the Wetumpka Fruit Company shipped their products to northern markets by boat. By the early-1930s, the company maintained a grove amounting to 338 acres, one of the largest citrus holdings in St. Johns County (Chicone 1996: 19-21, 63, 84-91; Russell 1985: 93, 94, 100; Cotton 2009; 1932 Tax Roll St. Johns County Courthouse; Chapin, *Florida*, 2:121-122; Plat Book 1, p. 120,).

Beyond the efforts of the Wetumpka Fruit Company and several other citrus growers, potatoes became a crop of choice for many local farmers, in part, because of the 1890s freezes, and, in part, because of increasing demand for early potatoes throughout the nation. Through the State of Florida's land grants to railroads, Henry Flagler's land companies had acquired large tracts in St. Johns County. Flagler encouraged farming by establishing a model, or experiment, farm at Hastings, the genesis of which had been developed by Thomas H. Hastings. By 1902, Hastings Farm contained a cottage, gardener's cottage, barn, warehouse, and three tenements. Farm houses radiated out from the experimental farm and settlement. Because of the mild climate, potatoes produced in Hastings were harvested for market well in advance of those in northern regions. A warm climate permitted most farmers to harvest several crops each season. In 1890, St. Johns County's farmers cultivated far more sweet potatoes (51,492 bushels) than Irish potatoes (1,202 bushels). Only twenty-five acres of the latter were planted that year. By 1902, the Hastings and Elkton regions supported only 135 acres of Irish potatoes. Cultivation of the tuber accelerated rapidly over the following decades, however. In 1909, St. Johns County farmers planted 3,500 acres in potatoes from which they harvested 456,000 bushels. By 1914, Elkton and Hastings alone supported nearly 9,000 acres cleared and planted in Irish potatoes (Martin 1949:133; *St. Augustine Record*, 4 June 1950; Bureau of the Census 1895:128; Chapin 1914 2:696; Bureau of the Census 1895:128; Bureau of the Census 1913a:309; Bureau of the Census 1913b:309).

The first interval of planting citrus and potatoes at Elkton and Hastings coincided with the Progressive Era in United States history. Scholars often associate the Progressive Era with early twentieth century reform movements in banking, business, conservation, education, food and drugs, government, labor, and transportation in the United States. The "Square Deal" and "New Freedom" espoused by presidents Theodore Roosevelt and Woodrow Wilson became emblematic Democratic Party watchwords for the progressive generation and provided a backdrop for an even larger subsequent Democratic Party program, the "New Deal," implemented several decades later. Generally defined as the years 1896 to 1917, the Progressive Era brought substantial changes to the American landscape. Tangible changes in Florida included drainage and land reclamation projects, the expansion of Florida's citrus industry, the organization of new towns and cities, the construction of new schools, highways, and railroad tracks, and a boom that resulted in thousands of new buildings in communities and villages alike. During the era, Florida's forests yielded more naval stores than any other state in the Union and hundreds of lumber companies harvested thousand of acres of Florida's vast pine forests to help make the construction boom possible. The state's population almost doubled in size, increasing



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Wetumpka Fruit Company Citrus Packing House (SJ2582) (Photograph by S. Johnston)



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Elkton Hastings Historic Farmstead Survey
St. Johns County, Florida

Figure 3-21

Figure: 3-21

Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009

from 528,542 in 1900 to 968,470 in 1920. The cities of Fernandina, Jacksonville, Key West, Pensacola, and Tampa emerged as major ports.

Southwest St. Johns County participated in Florida's Progressive Era development. Between 1890 and 1910, the Hastings census district grew dramatically, expanding tenfold from 220 to 2,053 persons. In 1909, residents incorporated the Town of Hastings, which boasted 399 citizens in 1910. In chapter 6058 of the Laws of Florida the Florida Legislature established the town's limits using a branch, public roads, railroad tracks, and sections lines described as "beginning at the southeast corner of Section 18, in township 9 south, Range 28 east, the same being in the middle of the Boulevard, thence run west along the south line of said section 18 to a point where the said line intersects the diagonal road known as a public county road, thence northwesterly along said road to a point where said road intersects the east run of Cracker Branch, thence down the run of said Branch to a point where the Florida East Coast Railway line crosses the Branch; thence northeasterly along the right-of-way of the Florida East Coast Railway to a point where the west line of the northeast quarter of the southeast quarter of said Section 18 crosses the said railway; thence north to the northwest corner of southeast quarter of northeast quarter of Section 18, Township 9 south, Range 28 east; thence east along the north line of said southeast quarters of northeast quarter of said Section 18 to the section line between Sections 17 and 18; thence east on a line forty chain or to the northeast corner of the southeast quarter of the northwest quarter of section 17, in said township and range; thence south sixty chains or to the south line of said Section 17, in the middle of a public or county road; thence west along the middle of said road forty chains or to point of beginning of this survey." The legislative act also permitted the town's government to acquire property outside the municipal limits "for the burial of the dead, for the erection of waterworks, for the establishment of poor houses, pest houses, houses of detention and correction, for public parks and promenades." The movement to incorporate the town coincided with several subdivisions that provided a plan for development. In 1906, George C. Middleton opened his addition to Hastings. The initial survey and plat was prepared by Robert Ransom, the St. Augustine civil engineer who provided similar services to the Wetumpka Fruit Company. A re-survey and re-drawing of the plat in 1909 by civil engineer James J. Harvey and St. Augustine architect Fred A. Henderick resulted in the plat (Figure 3-22) being filed in St. Johns County Courthouse later that year. A. A. Dooley, a Virginia civil engineer then residing in Mayport, Florida, was hired to survey Hastings's town and farm lots. The 1909 plat (Figure 3-23) revealed the railroad agent's cottage, DuPont Stables, a barn, and several additional cottages sprinkling the small town. Subsequent subdivisions followed, including another plat by Dooley and civil engineers J. L. Colee and T. L. Wolfe. The organization of the Town of Hastings and subdivision of various properties in the region contributed to Florida's Progressive Era development (Map Book 1, p. 143, 144, 166, Map Book 2, p. 34, 65-67, St. Johns County Courthouse; Bureau of the Census 1895:128; Chapin 1914 2:696; Bureau of the Census 1895:128; Bureau of the Census 1913a:309; Bureau of the Census 1913b:309; Laws of Florida 1909:457).

Pressures to develop farms and buildings in Hastings came, in part, through the efforts of the Hastings Development Company and Charles DuPont, a native son of St. Augustine. DuPont's



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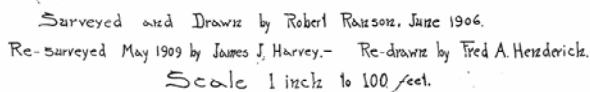
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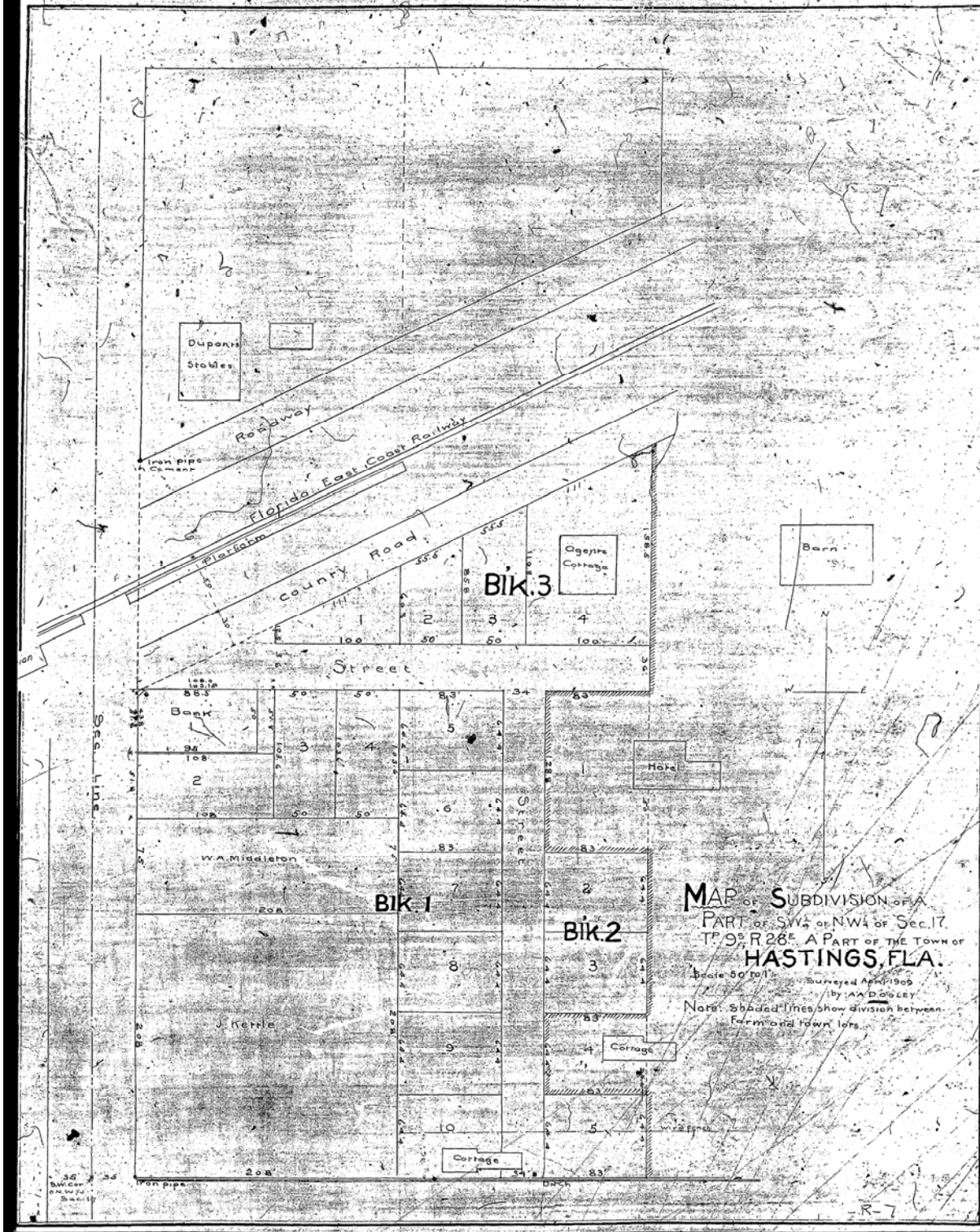
Filed June 4th 1909
H. Wallace Voss
Clerk City Sec



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Figure 3-22

Date: May 2009



Hastings Town Plan, Blocks 1, 2 & 3, 1909
(Map Book 1, p. 143 Clerk of Court St. Johns County Courthouse)

father, Cornelius DuPont, a St. Augustine planter, had established DuPont's Landing, the predecessor of Federal Landing, on the St. Johns River in the 1850s. DuPont's antebellum house at Federal Point later became part of the Groveland Hotel (NR 1996). About 1896, the son, Charles DuPont, worked as a land agent for the Model Land Company, one of Henry Flagler's subsidiaries. He also established a saw mill south of St. Augustine, at the village that became known as DuPont. He formed a partnership with James L. Middleton, and, through his contacts with the Florida East Coast Railway and the Model Land Company to acquire property and timber leases to cut timber. About 1906, DuPont moved to Hastings where he purchased a home and farm. In 1910, he incorporated the Hastings Development Company with J. F. Lambert and I. I. Moody of Bunnell, and G. W. Waller of Hastings. DuPont served as the company's initial president and general manager, opening real estate for residential development. Surveyor R. M. Burt laid out one of the company's largest developments in 1913, a twenty-five block area north of Hastings's downtown, which formed the basis for the town's African-American neighborhood and most significant source of laborers. Farther north, DuPont competed with Bartolo Genovar to introduce potato culture on a large scale at Elkton, purchasing land from the railroad company, dredging a three-mile canal, and clearing land (Chapin, *Florida*, 2: 695-696, Charter Book 1, p. 261, Plat Book 2, p. 8, Clerk of Court, St. Johns County Courthouse).

The community of Elkton was born out the same Progressive Era forces that provided impetus for the organization of the Town of Hastings. In 1909, civil engineer Dooley laid out a town plan of Elkton for Bartolo Genovar, a St. Augustine investor. Genovar's family had arrived in St. Augustine during the second Spanish era. A native of the Ancient City, Genovar worked on St. Johns River steamboats following the Civil War and then operated a general merchandise store in St. Augustine's downtown. In 1873, Genovar organized a steamship line, which carried passengers and freight between St. Augustine and New York City. Both businessman and politician, Genovar worked as vice-president of St. Augustine's Commercial Bank and served several terms on the St. Johns County Board of County Commissioners. Genovar's other capital ventures included phosphate mining in Polk County and citrus and real estate in St. Johns County. Following the 1890s freezes, he sold his general store, abandoned citrus, and turned to planting potatoes at Elkton, which he named about 1906. That year, Genovar laid out a town plan of Elkton that radiated several blocks west of the Florida East Coast Railway depot. Constructed about 1906, the depot was expanded in 1916 and 1918, first adding a freight room and then widening the entire building to keep up with increasing freight shipments. From his office and home in St. Augustine Genovar promoted Elkton as a potato district rivaling Hastings. In 1909, surveyor A. A. Dooley expanded the Elkton town plan (Figure 3-24) for Genovar, providing nine blocks with lots for farm and residential buildings. By 1914, having enjoyed several successful years of potato production and land sales, Genovar turned to developing pecans in Duval County. Even at his death in 1945, Genovar maintained some of his Elkton property, holding \$25,880 in real estate consisting of hundred of acres in Duval County and all of blocks C, G, I, and J and several lots in other blocks of Genovar's Subdivision of Elkton (Chapin, *Florida*, 2: 695-696; Plat Book 1, p. 129, 154, Probate 1757 Clerk of Court, St. Johns County; SAHSRL Florida East Coast Railway Valuation Sheets).



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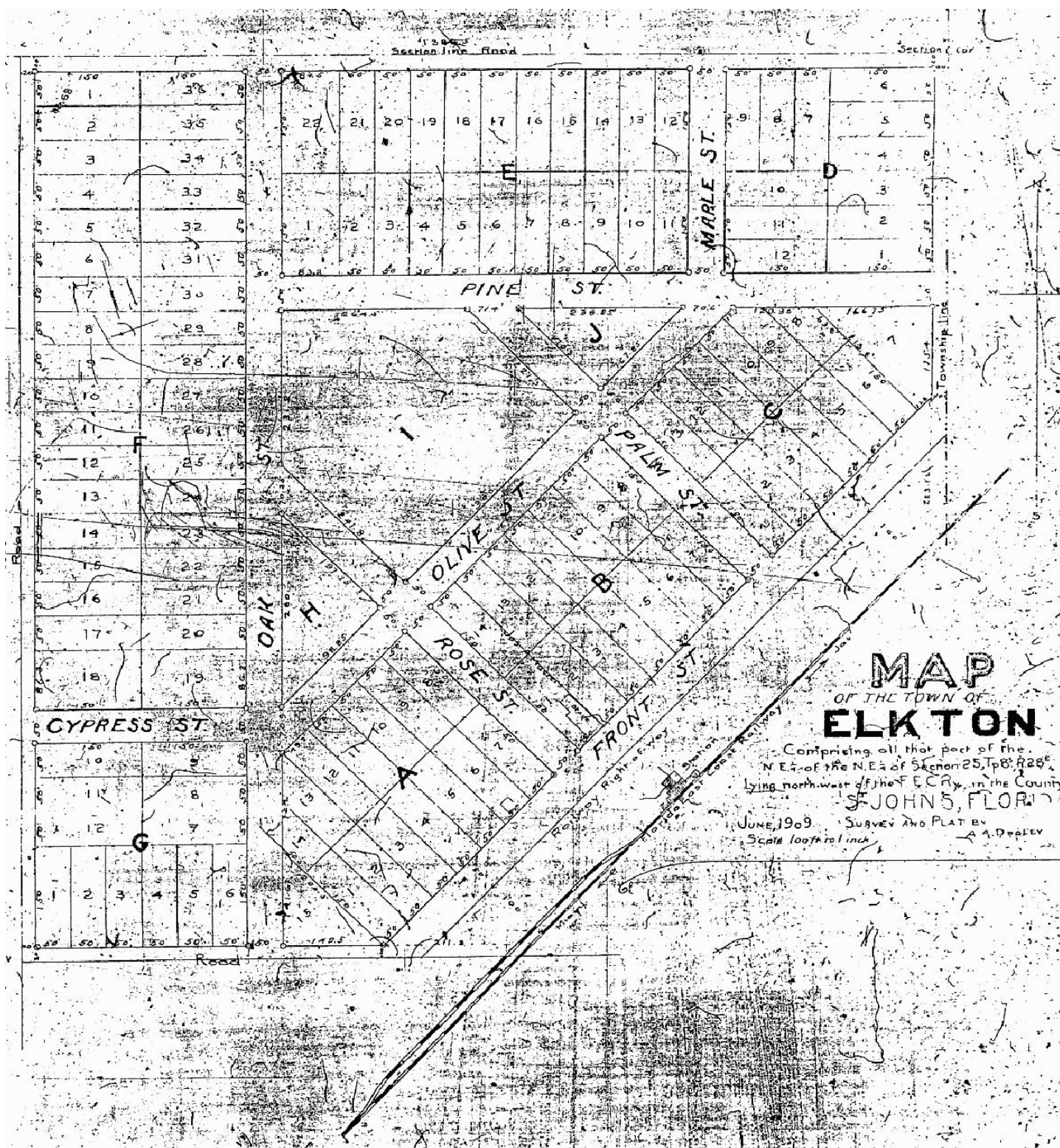
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Map of Elkton, 1909 (Map Book 1, p. 154 Clerk of Court St. Johns County Courthouse)

Settlers and farmers encouraged by Genovar's success at Elkton included James L. Middleton and George W. Scoville. A native of South Omaha, Nebraska, Scoville moved to Elkton about 1908, purchased 100 acres from James L. Middleton in August 1909, and began developing a farmstead. By 1910, Scoville had expanded his farm to 140 acres on which he had planted twenty-five acres in potatoes, corn, and other vegetables. He and his wife, Edith Scoville, raised a family of five children. By 1915, Scoville had opened new fields that supported sixty-five acres of truck crops. He centered production around early potatoes and helped organize the Hastings Cooperative Association. Representing an investment of several hundred dollars in the early 1920s, Scoville's farm equipment included a Sulky plow, 2-horse plow, potato planter, corn planter, team and harnesses, dice harrow, spike harrow, No. 4 cultivator, No. 223 disc cultivator, Planet Junior cultivator, Mueller cultivator, fertilizer distributor, and hay baler (Deed Book 15, p. 159, Deed Book 49, p. 72, 1910, 1915 tax roll, Clerk of Court, St. Johns County Courthouse).

About 1912, after enjoying several profitable seasons, Scoville built the house at 5775 Scoville Road (SJ2867). Contributing to the county's diverse vernacular architectural genre, the dwelling was among a few of the homes ordered and assembled from mail order catalog companies. An example of this interesting tradition, the Scoville House bears a strong resemblance to Sears, Roebuck & Company's "Avondale" Model Number 151, a ready-to-assemble house kit offered by the company between 1911 and 1922. In 1911 and 1912, the Avondale Sears home cost between \$1,198 and \$2,657, depending on construction materials and other options desired by an owner. Although a number of companies sold house kits as early as the 1890s, ready-to-assemble homes gained popularity after 1910. Led by Julius Rosenwald of Chicago, Sears became a leader in ready-to-assemble home market. Between 1908 and 1925, Sears produced more than 30,000 homes, which were built throughout many areas of the United States. By 1940, the number of homes sold by the company reached 75,000. In the 1920s, Rosenwald would support the construction of thousands of African-American schools in the American South, many of which used standardized plans, a prominent feature of the Sears home. Over a period of three decades, Aladdin Homes, Hodgson Company, Montgomery Ward, and Sears, Roebuck & Company produced thousands of house kits, which ranged in price from \$500 to \$5,000 and displayed a variety of styles, including Bungalow, Colonial Revival, Classical Revival, Mission, Queen Anne, and Tudor Revival (Stevenson and Jandl 1986:19-35, 242; Deed Book 15, p. 159, Deed Book 49, p. 72, 1910, 1915 tax roll, Clerk of Court, St. Johns County Courthouse).

Between 1908 and 1940, Sears designed 447 housing styles from the elaborate multistory Ivanhoe with its elegant French doors and art glass windows to the simpler Goldenrod, a quaint three-room no-bath cottage for summer vacationers. Sears also offered outhouses separately for cottages not equipped with indoor plumbing. Customers could choose a house to suit their individual tastes and budgets. Sears was not an innovative home designer. Instead, the company was an able follower of popular home designs with the added advantage of modifying houses and hardware according to buyer tastes. Individuals could design their own homes and submit the blueprints to Sears, which would then ship the customer the appropriate pre-cut and fitted materials, putting the home owner in full creative control. Modern Home customers had the



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freedom to build their own dream houses and Sears helped realize these dreams through quality custom design and favorable financing.

The process of designing a Sears house began as soon as a Modern Homes catalog arrived at your doorstep. Over time, Modern Homes catalogs came to advertise three lines of homes, aimed for customers' differing financial means: Honor Bilt, Standard Built, and Simplex Sectional. Honor Bilt homes were the most expensive and finest quality sold by Sears. Joists, studs, and rafters were spaced 14 3/8" apart. Attractive cypress horizontal siding and cedar shingles adorned most Honor Bilt exteriors. Sears offered brick, rough-face cast block, and stucco exterior wall fabric options on many models. Depending on the room, interiors featured clear-grade or knot-free flooring and inside trim made from yellow pine, oak, or maple wood. Sears's catalogs indicated that Standard Built homes were best for warmer climates and did not retain heat very well. The Simplex Sectional line provided simple inexpensive designs. Ideal as summer cottages, Simplex houses frequently contained only two or three rooms. Sears's Modern Homes program encouraged custom designing houses down to the color of cabinetry hardware.

Although Sears was neither an innovator in home design nor construction techniques, its Modern Home designs offered distinct advantages over other design-build methods. The ability to mass-produce the materials used in Sears's homes reduced manufacturing costs and the purchase costs for customers. Precut and fitted materials reduced construction time up to 40% and the company's use of wood frame balloon framing, drywall, and asphalt shingles greatly eased construction for homebuyers. Balloon framing systems did not require a team of skilled carpenters. They were built faster than post-and-beam systems and generally only required one carpenter. The system used precut lumber of standard 2" x 4", 2" x 6", and 2" x 8" for joists, rafters, and studs. Precut timber, fitted pieces, and the convenience of having all materials, including the nails, shipped by railroad directly to the customer added greatly to the popularity of this framing style.

Sears's homes also helped popularize asphalt shingles. The company also offered alternative roofing materials, including among others decorative metal shingles, metal crimped panels, and wood shingles. Tin roofs were noisy during rain storms, looked unattractive, and required a skilled roofer. Wood shingles were highly flammable. Asphalt shingles, however, were cheaper to manufacture and ship than wood shingles or metal products, as well as easy and inexpensive to install. Asphalt had the additional incentive of being fireproof. Sears helped popularize the latest technology available to homebuyers in the first half of the twentieth century. Central heating, indoor plumbing, and electricity were all new developments in home design that Sears incorporated into many of its homes. Central heating not only improved the livability of homes with little insulation but it also improved fire safety, always a worry in an era where open flames threatened houses and entire cities, such as those in Chicago and Jacksonville. Indoor plumbing and homes wired for electricity were the first steps to modern kitchens and bathrooms. Sears Modern Homes program stayed abreast of any technology that could ease the lives of its homebuyers and gave them the option to design their homes with modern convenience in mind.



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The Scoville House in Elkton is among the handful of Sears homes documented in other Florida cities and communities, including Brooksville, Davenport, DeLand, Jacksonville, and Lakeland.

Several of Elkton's early twentieth century homes trace their heritage through properties and land sales associated with railroad companies, Bartolo Genovar, and James L. Middleton. In September 1906, Genovar sold Middleton lots 7, 8, 13, and 14 in block B of Elkton for \$300. By then, Genovar had cleared and planted fifty acres to the southwest in section 25, township 8 south, range 28. Part of a 121 acre farm holdings, Genovar's property then had a value assessed at \$500. Earlier, Genovar had acquired the property and several surrounding tracts from Axel J. and Erika Wessman of Chicago, Illinois, Swedish immigrants of the 1890s to America who in turn had acquired the property from the Florida East Coast Railway Company in September 1899. Genovar envisioned the advantages of acquiring properties straddling the railroad tracks and in 1904 (Figure 3-25) purchased forty-one acres in section 25, property that contributed to the community of Elkton and the Middleton house and farm. For his part, Middleton expanded his presence in Elkton in July 1907, when he purchased from Genovar several hundred acres west of the Florida East Coast Railway tracks in section 25, township 8 south, range 28 for \$7,500. About 1908, Middleton built the house at 5945 Middleton Road (SJ2921). A native of Florida, Middleton was born about 1880, married in 1906, and raised two step-sons with Jennie Middleton. In 1910, the Middletons operated a farm in St. Johns County's precinct six, which correlates with Elkton. They were the 158th and final household enumerated by Bartola J. Masters in the Elkton precinct in May 1910 (Deed Book 11, p. 229, Deed Book 13, p. 59 Clerk of Court St. Johns County Courthouse; Bureau of the Census 1910 Population Schedules St. Johns County FL).

Another influential businessman of the era was G. W. Waller, who first visited Hastings in 1907. A produce merchant from Philadelphia, Waller left the wholesale business of the northeast for the farmlands of St. Johns County in 1909. He bought a farm and became general manager of the Hastings-Elkton Potato Exchange. With his past commercial experience and contacts and through the exchange, he marketed potatoes throughout the country. Later, Waller served on the Hastings city council, and helped incorporate the Hastings Development Company and served as its treasurer, chairman of the East Hastings Terminal Company, and president of the Hastings Board of Trade. In 1925, Waller opened a subdivision in Hastings African-American neighborhood north of the town limits (Chapin 1914 2:422-426; Plat Book 3, p. 74 Clerk of Court St. Johns County Courthouse).

James Masters harvested much of the timber standing at Elkton. His father, Bartolo Masters, had farmed in the Elkton region during the antebellum period, harvesting fruits and vegetables, and selling them in their general store. James Masters planted fruit trees, and raised stock. By 1914, he owned five hundred acres with thirty acres cultivated in various crops. He developed a seasonal cottage on Anastasia Island, and served on the county commission (Chapin 1914 2:620-622).

Born near Hastings, James L. Middleton lost his citrus groves in the 1890s freezes and then



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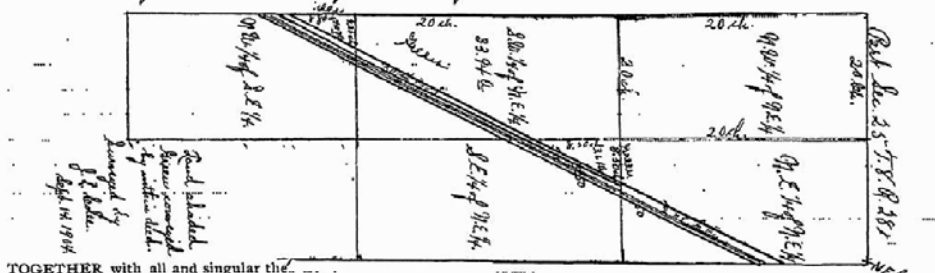
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A.J. Wasmann & Wife To Bartolo Kenoras

This Indenture, Made the *Seventeenth* day of *September*
in the year of our Lord one thousand nine hundred and *four* (1904)
BETWEEN *A.J. Wasmann & Lilia Wasmann, his wife, of the City of Chicago*
of the County of *Cook* and State of *Illinois*
of the first part, and *Bartolo Kenoras of the City of St. Augustine County of St. Johns and*
State Florida of the second part,
WITNESSETH, that the said parties of the first part, for and in consideration of the sum of
Eight hundred thirty two & 40/100 Dollars,
lawful money of the United States of America to *them* in hand paid by the said party
of the second part, at or before the ensembling and delivery of these presents, the receipt whereof is hereby acknowledged,
have granted, bargained, sold, aliened, remised, released, conveyed and confirmed, and by these presents
do grant, bargain, sell, alien, remise, release, convey and confirm unto the said party of the
second part, and *his* heirs and assigns forever, all *those certain lots or parcels of*
land lying and being in the County of *Florida* described as follows:

All that part of the South half of North East quarter and North West
quarter of South East quarter which lies North Westerly of a line parallel
with and one hundred (100) feet distant North Westerly from the center
line of main track of Florida East Coast Railway now constructed,
of Section twenty five (25) in Township eight (8) South of Range twenty
eight (28) East, containing forty one & 63/100 (41.63) acres, more or less, as
flatter shown by map on the back of this deed as to measurements,
which map is made a part hereof.



TOGETHER with all and singular the tenements, hereditaments and appurtenances thereunto belonging, or in anywise appertaining, and the reversion and reversions, remainder and remainders, rents, issues and profits thereof, AND ALSO, all the estate, right, title, interest, dower, and right of dower, separate estate, property, possession, claim and demand whatsoever, as well in law as in equity, of the said parties of the first part, of, in and to the same, and every part and parcel thereof, with the appurtenances: TO HAVE AND TO HOLD the above-granted, bargained and described premises, with the appurtenances, unto the said party of the second part, *his* heirs and assigns, to *their* own proper use, benefit and behoof forever.
And the said parties of the first part for *their* heirs, executors and administrators, do covenant, promise and agree to and with said party of the second part, *his* heirs and assigns, that the said parties of the first part at the time of the sealing and delivery of these presents, *were* lawfully seized in fee simple of a good, absolute and indefeasible estate of inheritance, of and in, all and singular the above-granted, bargained and described premises, with the appurtenances, and *have* good right, full power and lawful authority to grant, bargain, sell and convey the same in manner and form aforesaid. And that the said party of the second part, *his* heirs and assigns, shall and may at all times hereafter, peacefully and quietly have, hold, use, occupy, possess and enjoy the above-granted premises, and every part and parcel thereof, with the appurtenances, without any let, suit, trouble, molestation, eviction or disturbance of the said parties of the first part *them* heirs or assigns, or of any other person or persons lawfully claiming or to claim the same. And that the same are now free, clear, discharged and unincumbered of and from all former and other grants, titles, charges, estates, judgments, taxes, assessments and incumbrances of what nature and kind soever.

J.L. Colee Survey of Genovar's Property at Elkton, 1904
(Deed Book 9, p. 73 Clerk of Court St. Johns County Courthouse)

worked with Charles DuPont, forming the partnership of DuPont & Middleton. They operated two saw mills, primarily cutting timber for the Florida East Coast Railway. In 1904, he left the partnership, and farmed at Hastings for two years. Soon he moved to Elkton, worked in a general store, and then again began farming. He acquired 120 acres near the Elkton depot, cleared fifty acres, and planted crops. By the time Bartolo Genovar laid out the Elkton town plan, Middleton already owned several lots west of the depot. By 1914, his Fairview Farm included 100 acres planted in potatoes, and, because of effective crop rotation, he harvested corn, hay, and potatoes each season. His livestock consisted, in part, of pedigree Poland China hogs (Chapin 1914 2:636; Plat Book 1, p. 129 Clerk of Court St. Johns County Courthouse).

E. G. Middleton, a native of England, arrived in Hastings in 1905. He briefly worked with his brother in a general store, and then became manager of farm. In 1910, he purchased sixty-five acres of undeveloped land three miles south of Hastings. He began clearing land and assembled a dwelling and barns, which he named Pleasant View Farm. By 1913, he had cleared fifty-two acres, which he planted in potatoes each season (Chapin 1914 2:407).

Many of St. Johns County's residents were farmers over several generations. About 1910, Edward Pellicer developed a forty acre potato farm southeast of Hastings. His grandfather, Frank Pellicer, a native of France, had arrived in New Smyrna with the Turnbull colony in the 1760s. Later, Frank Pellicer supervised the Bulow Plantation in Volusia County and after the Second Seminole War returned to St. Johns County to help manage General Joseph Hernandez's plantation. His father, James Pellicer, had owned a plantation near the headwaters of the Matanzas River during the antebellum period. Edward Pellicer continued the family tradition of farming, setting out potato fields near Hastings during the early twentieth century (Chapin 1914 2:553-554).

Despite the early successes of the DuPonts, Genovars, Masters, Middletons, Pellicers, Sanchezes, Whites, and other farmers in Elkton and Hastings, most farms experienced some setbacks from potato plant diseases. In August 1904, Hardrada Harold Hume published *Potato Diseases*, a bulletin of the Florida Agricultural Experiment Station. The experiment station then was located in Lake City as part of the Florida Agricultural College, a predecessor of the University of Florida, which was relocated to Gainesville in 1905. Founded in 1888, the Florida Agricultural Experiment Station published various bulletins pertaining to potatoes in the 1890s and the opening years of the twentieth century, including *Experiments in Corn and Irish Potatoes and Analysis of Grasses* (1890 Bulletin 11); *Irish Potatoes, Rye, and Phosphates as Fertilizers* (1891 Bulletin 13); J. F. Mitchell's *Care of Irish Potatoes Harvested in the Spring and Held for Fall Planting* (1901 Bulletin 8), F. M. Rolfs's *Seed Potatoes* (1904 Bulletin 54), and Rolfs's *Potato Blight and Its Remedy* (1905 Bulletin 55). Some of those early bulletins resulted from experiments and research conducted by H. Harold Hume. A native of Canada, Hume received his college training at the Ontario Agricultural College, Canada's preeminent school of agriculture. Hume earned an Master's of Science in Agriculture from the Iowa State University and in 1899 became head of the Department of Botany and Horticulture at the Florida Agricultural College in Lake City. Gaining an excellent reputation for his work in agriculture, Hume came to specialize in citrus, pecans, pineapples, and potatoes. On 13 January 1904, after five years of uncertain support from



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the Florida Legislature, Hume resigned his position at the Florida Agricultural College and accepted a similar post at the North Carolina Experiment Station. His treatise on *Potato Diseases* was perhaps his final contribution during his first period of academic research at the Florida Experiment Station. Relinquishing his position in North Carolina in the 1910s, Hume became associated with the Glenn St. Mary Nursery Company in northeast Florida, one of the oldest and largest nurseries in the state. His active association with the nursery lasted for twenty-five years with Hume concluding his tenure as chairman of the board. During the period, Hume also served as president of the E. O. Painter Fertilizer Company of Jacksonville, which derived its roots from the publication of the *Florida Agriculturist* in DeLand. In 1911, Hume published *Citrus Fruits and Their Culture*, a seminal study of Florida's citrus varieties that enjoyed several re-printings. In 1931, Hume returned to academia, receiving an appointment as assistant director of Florida's experiment stations. By then, the number of employees in Florida's experiment stations had increased from four to seventy-five. Several years later, Hume was promoted to assistant dean and in 1938 was appointed dean of the University of Florida's College of Agriculture. In 1943, with the retirement of Wilmon Newell, he acquired the title of provost of agriculture, a title Hume held until his retirement in 1949 (Hume 1904; H. Harold Hume Collection).

In the 1904 potato bulletin, Hume identified Hastings as the primary tuber producing region in Florida. He noted that five primary diseases adversely effected Florida's potatoes: bacterial blight, early blight, late blight, scab, and sterile fungus. Hume noted that Hastings's farmers had reported the prevalence of all five diseases in their fields, but reported the recent arrival of the late blight. It arrived in the spring of 1903, when the potato crop in Hastings was reduced by late blight between twenty-five and thirty percent. In addition, many barrels of Irish potatoes arrived at markets in the North having decayed in transit. Hume based most of his research from the farm of C. G. White of Hastings. Hume recognized late blight disease, *phytophora infestans*, as a fungus that attacked the stems, leaves, and tubers. He also documented that much of the seed potato brought to Hastings in 1901, 1902, and 1903 from Maine, Massachusetts, and New York was already infected by the fungus. Indeed, many of Hastings's earliest potato diseases were introduced from other areas of the nation rather than a product of local soils. In the 1903-1904 season, Hume experimented with C. G. White's fields, an experiment that provided the farmer with a bumper crop. White plowed and planted in mid January 1904 and on 2 February 1904 recorded in his notebook that he had discarded ten percent of his potato seed, which had been infected with rot and decay. By 24 March 1904, White farmer had sprayed his fields three times. He used fifty gallons of Bordeaux chemical per acre at a cost of sixty-four cents per acre. White applied the Bordeaux, a mixture of hydrated lime and copper sulfate, with an Aspinwall geared sprayer filled with the Cornell system of nozzles. He sprayed four rows at a time with the nozzles arranged so as to drive the spray sideways into the rows, two nozzles per row. On 11 April 1904, White began his harvest, delighted that "The potato tops are so green and thrifty." Using White's finding and his research, Hume recommended that Hastings's farmers carefully inspect the potato seed and discard any showing signs of decay. He advised farmers to plant the seeds about January 15th and once the plants were maturing, or by March 12th, spray the field with Bordeaux. Then between March 12th and April 30th additional sprayings should be applied in ten day intervals. Finally, Hume recommended that the stems,



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leaves and small or rotten potatoes left after the harvest should be gathered and burned (Hume 1904:183-185).

C. G. White also permitted Hume use of his farm to experiment with the disease, *Rhizoctonia*, another form of potato fungus. A plant pathogenic fungus with a wide host range, *Rhizoctonia solani* had been originally described by Julius Kühn on potato in 1858. In 1903, Hume identified the *Rhizoctonia* fungi in White's fields, documenting a colorless mass when young and turning brown as the plants grew to maturity. For an experiment in 1904, Hume suggested C. G. White set aside three acres in which to plant sixty rows divided into ten plots with twenty rows per acre. The object of the experiment was three-fold: to determine whether the disease on the tubers could be destroyed, to determine whether it was carried over in the soil from year-to-year, and to determine whether anything could be done to prevent its attack on the crop. Hume and White used two types of seeds, the first containing sixty percent *Rhizoctonia* affected tubers and another lot free of the disease but with at least twenty-five percent of the tubers affected by scab. Hume used several chemicals, most notably formalin, an admixture of formaldehyde, methyl alcohol, and water, to combat the disease. In plot 1, White treated three rows with corrosive sublimate just before planting on 15 January 1904. White treated three rows in plot 2 with the same corrosive sublimate on 30 December 1903. In plot 3, White treated three rows of soil and seeds with formalin. In plot 4, White treated only the seeds with formalin and in plot 5 he planted affected seed in untreated soil. In plot 6, Hume had White plant clean untreated seed and in plot 7 he treated the seed for formalin and treated the soil with copper sulphate at a rate of 200 pounds per acre. Plot 8 seed was treated with formalin and the soil was fertilized with slag phosphate. In plot 9 White fertilized the soil with 1,000 pounds of lime and 200 pounds of copper sulfate and planted formalin-treated seeds. White fertilized plot 10 with the seed-treated formalin and fertilized with lime at a rate of 2,000 pounds per acre. The results of the experiment revealed that plot 2 yielded 199.5 bushels of marketable potatoes, the highest yield of any plot. Harvesters picked 121.5 bushels from plot 3, the lowest recorded yield. *Rhizoctonia* affected tubers were heaviest in plots 7 and 10. The results led Hume to conclude that an alkaline soil condition was not favorable to the development of *Rhizoctonia*. He also concluded that the disease remained in the soil from year-to-year and that well drained and aerated soils were most susceptible to the disease. Hume also recommended that potato farmers drain potato fields by ridging the hills for planting rather than by under-drainage. The C. G. White Farm in Hastings, then, was one of the first farms in St. Johns County used by the Florida Agricultural Experiment Station for the detection, prevention, and eradication of potato diseases in the state (Hume 1904:192-196).

The state's agricultural station published subsequent scientific studies on potato culture composed by Charles M. Conner in 1905 and A. P. Spencer in 1914. Conner's preliminary report on Irish potatoes cautioned the state's growers to permit their crops to mature. In the rush to supply the early market in new potatoes, most farmers heavily fertilized their crops and saturated the ground with water to keep the plants from burning up. But, drainage remained a significant challenge because of the flat terrain and water table near the surface. Consequently, most farmers used disc cultivator to form high flat beds from eighteen to twenty inches high to keep the seeds out of the



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water and permit the soil to warm rapidly. Rows were generally three feet six inches apart. Most farmers used a fertilizer blend of 4 percent ammonia, 6 percent phosphoric acid, and 8 percent potash. Despite planting between the middle of January to the middle of February when farmers in other areas of the country still had fields under snow or frost, Elkton and Hastings's farmers often harvested and shipped their new potatoes green and immature. Conner found most of Florida's potato farmers relied on seed stock from Virginia and northern latitudes. Most farmers reported that "Florida grown seed does not give profitable returns." In 1905, most of Florida's potato farmers used a two-person two-horse Robbins Planter (Figure 3-26) to plant seeds. Conner also enumerated twenty-three potato varieties investigated and then typically planted in Florida. His research centered on the seeds and crops from the farms of the Leonards of Hastings, the Joseph H. McLaurin farm and seed stock in Jacksonville, and T. Wood & Son's farm at Maxville in Duval County. Varieties consisted of the Leonard's Rose 4 of Massachusetts, Rose 4 of Virginia, and Rose 4 home grown; McLaurin's Beauty of Hebron, Early Rose, and Spaulding's Rose 4; and T. Wood & Son's Bliss Triumph, Crown Jewel, Early Harvest, Early Ohio, Early Rose, Early Sunlight, Junior Pride, Puritan, Red Dakota, Spaulding's Rose 4, Thoroughbred, and White Bliss. The color of potatoes then planted in northeast Florida's farms ranged from brown with pink eyes, pink, red, slightly pink, white, and white with pink at one end. Potato shapes consisted of long, oblong, and round. The most prolific variety was the Rose 4 with stem ends, which yielded 194 bushels of Number 1 grade potatoes per acre. The Leonard's Rose 4 Virginia ranked third in production with a yield of 161 bushels of Number 1 grade potatoes (Conner 1905:391-392, 406).

In 1914, scientist A. P. Spencer of Florida's Agricultural Experiment Station updated Conner's potato research. His findings at the Leonard's farm in Hastings and other large potato producers in Florida yielded a recommendation of four varieties: Bliss Triumph, Irish Cobbler, Lookout Mountain, and Spaulding's Rose 4. He cautioned growers to select only the purist of potato seed stock from reputable dealers and reported that the best stock then came from Maine. Each seed should support two well-matured eyes. Spencer also reported on soils, fertilization, planting in winter and fall, seed potato varieties, cultivation, harvesting, marketing, crop rotation, and irrigation. Spencer recommended the Spaulding's Rose 4 as the best all-round Florida potato for the early market, a potato then cultivated on Leonard's Hastings farm for over a decade. A prime example of the Spaulding Rose 4 potato appeared on the front cover of the experiment station's bulletin 120 on Florida's Irish potatoes. The Leonard's contacts with Florida's premier institution of higher learning and foremost agricultural experts helped make their farm among the most productive and successful in the state. Several generations later, Greg Leonard collected several photographs (Figures 3-27, 3-28, 3-29) of potato cultivation in Hastings, important documentation on the names of various growers, cultivation practices, field systems, and built fabric of the nation's early twentieth century potato capital. Spencer's potato investigation in 1914 closely coincided with the publication of a topographic map (Figure 3-30) of the region in 1915 by the United States Geological Survey and a soils map (Figure 3-31) of St. Johns County by the United States Department of Agriculture in 1917. Spencer followed his 1914 bulletin with an expanded and updated version in June 1923. Depicting illustrations of horse-drawn cultivators, high ridges and beds with furrows for irrigation, potato grading machines, applying a Bordeaux mixture with a



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Planting Potatoes in Florida, 1905 (Conner 1905)



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Elkton Hastings Historic Farmstead Survey
St. Johns County, Florida

Figure 3-26

Figure: 3-26

Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009



Digging Potatoes at DuPont's Farm in Hastings, c. 1917 (Leonard Hastings Part 1 Slide 46)



Potato Field Near Hastings, 1917 (Leonard Hastings Part 1 Slide 85)



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St. Johns County, Florida

Figure 3-28

Figure: 3-28

Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009



Mrs. Dinkins Potato Field Near Hastings, 1917 (Leonard Hastings Part 1 Slide 86)



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St. Johns County, Florida

Figure 3-29

Figure: 3-29

Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009



Hastings, 1915 (USGS 1915)



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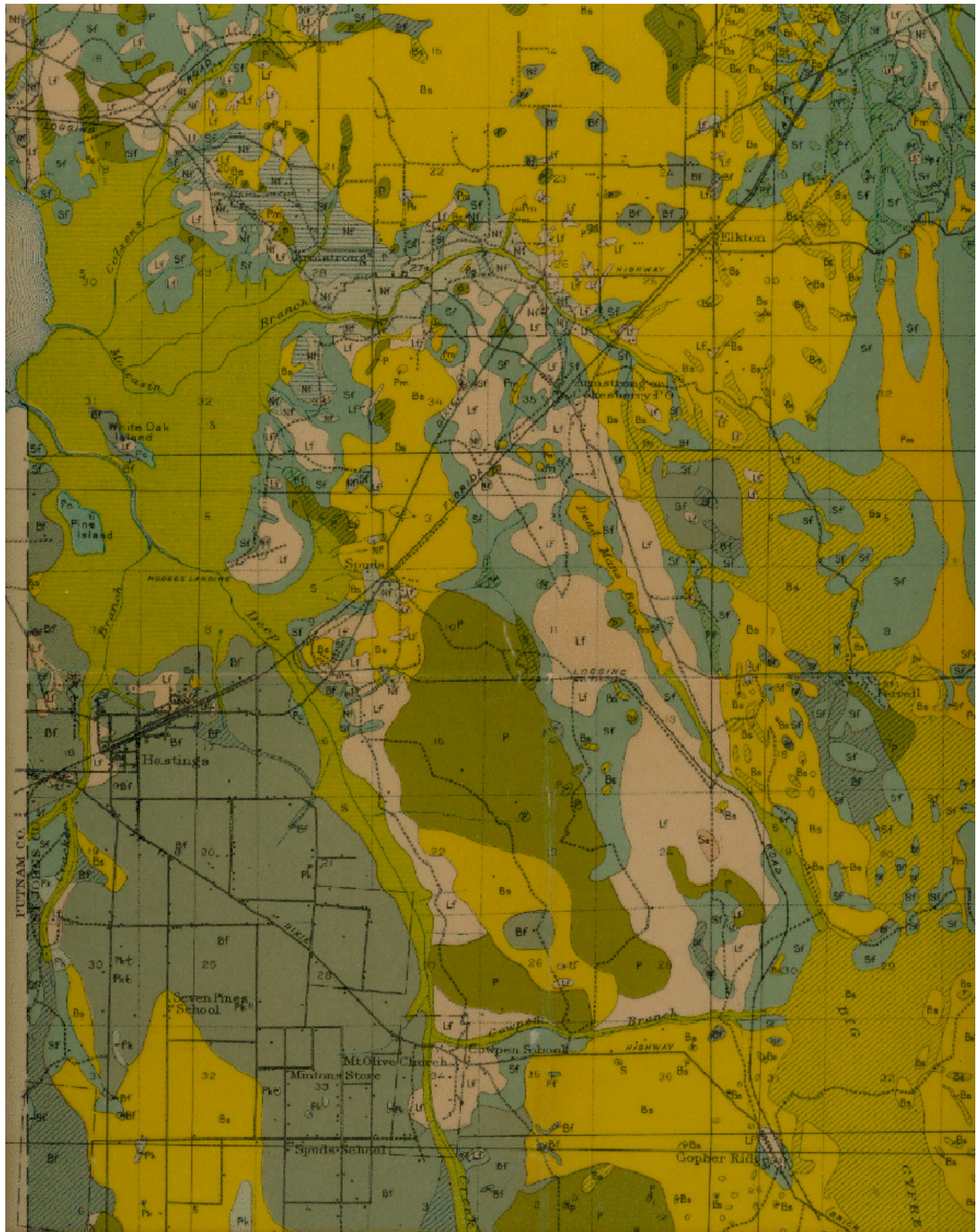
Figure 3-30

Figure: 3-30

Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009



Elkton-Hastings Region (USDA 1917)



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St. Johns County, Florida

Figure 3-31

Figure: 3-31

Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009

power sprayer, and graded potatoes packed in barrels, Spencer's research reiterated many earlier findings, including the planting and harvesting times, diseases, and the popularity and longevity of the Spaulding's Rose 4 and Bliss Triumph potato varieties (Spencer 1914:85-93; Spencer 1923).

Between 1911 and 1915, the state's leading newspaper increasingly covered Hastings's potato crop. In July 1911, Jacksonville's *Florida Times Union* observed that heavy rains had benefited Bermuda onions, corn, and sweet potatoes in Hastings. By summer, Hastings's potato crop had long been harvested and shipped and farmers would plow and plant a fall potato crop in several months. Early in 1915, the newspaper reported that 9,000 acres had been planted in Elkton, Hastings, and eastern Putnam County. Although a late cold spell moved back the planting season for farmers at Elkton and Hastings, higher prices offset lighter yields. In late February 1915, one farmer found that his fields had thirteen-inch vines supporting potatoes the size of guinea eggs and large marbles. Then in April 1915, just before the harvest, G. W. Waller completed a new potato packing house in Hastings, complete with grading equipment. In early May 1915, the *Times-Union* reported that thirty-four rail cars packed with potatoes daily left Hastings's freight depot. That year, Grade No. 1 potatoes brought \$4.00 per barrel and Grade No. 2 potatoes brought \$3-00 per barrel. By 2 May 1915, as Hastings's farmers neared the height of the early potato harvest, growers were still weeks ahead of competitive farmers in the Carolinas. The price of potatoes climbed later that month. On 18 May 1915, shippers filled 101 rail cars with Irish potatoes with growers receiving \$4.15 per barrel for Grade No. 1 tubers and \$3-15 per barrel for Grade No. 2 potatoes (*Florida Times Union*, 1 July 1911, 1 March, 7 April, 2, 18 May 1915).

Hastings's 1916 harvest decreased by about 25 percent from the previous year. But, even with the decline in the numbers of barrels shipped growers enjoyed increased revenues from higher per barrel prices. In the 1916 harvest season Hastings's packers daily shipped fifty rail cars of potato barrels. In all, Hastings's farmers packed 228,310 barrels at an average price of \$4.50 per barrel yielding \$1,027,395 to growers. That year, Mrs. O. C. Dinkins cleared approximately \$8,000 from a harvest of 3,415 barrels of Irish potatoes from her sixty-acre farm. Few farming success stories in Hastings could match that of Dinkins. A native of West Virginia, Dinkins arrived in St. Johns County with her husband in March 1912. His death in 1913 left the widow Dinkins to her own resources. In 1915, she contracted with a large eastern commission firm that agreed to supply her seed and fertilizer provided that the company sold her crop. From the proceeds, the company would deduct a commission and the price of the seed and fertilizer. After the harvest, gross sales amounted to \$13,149 with the company collecting \$800 for its commission. Dinkins deducted an additional \$4,741 for seed, fertilizer, labor, and potato barrels, leaving her with \$7,633 profit. Flush with success and cash, later that year she purchased a Hupmobile, learned how to operate the vehicle, and drove to visit her family in West Virginia during the summer. Encouraged by the Dinkins's story and to help promote still more potato planting the St. Augustine chamber of commerce distributed free plants to new farmers. In 1917, St. Augustine photographer P. A. Wolfe captured a scene of Mrs. O. C. Dinkins, presumably with her commission agent and farm superintendent, in her Hastings's potato field. Intrigued by stores of fabulous wealth, members of the Vero Potato Association visited Hastings to investigate growing and shipping methods and a new drainage system completed that year. New-found wealth sparked the construction of a new



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bank building in Hastings. Beyond Dinkins, other Hastings's growers bought cars, most owning a vehicle for the first time. K. R. Brenizer and E. F. Soper each purchased a Buick Six; R. L. Bothwell, the Minton brothers and Charles Silva bought Dodge vehicles; George Proctor purchased a Ford; Jake Higginbotham acquired a Paige; and S. R. Bowen bought an Abbott-Detroit (*Florida Times Union*, 15 May, 4, 18 June, 3, 4 August 1916).

The excitement of banner crops and new cars in Hastings was part of a larger Progressive Era development associated with the improvement of roads and trails, and in St. Johns County the construction of the Dixie Highway. The construction of the brick-paved Dixie Highway was among the most significant developments in St. Johns County in the decade before the Great War. As early as May 1913, St. Johns County's commissioners and St. Augustine's chamber of commerce had discussed plans for paving parts of the county's road system with brick-and-shell, but none of those plans encompassed a countywide paving program. St. Augustine businessmen and politicians Eugene Masters and A. M. Taylor supported the use of brick for highways for the entire county, pointing out how St. Augustine's brick paved streets were relatively maintenance free. Despite their support, the county commission continued to rely on shell to pave county roads. In January 1914, twenty railroad cars filled with oyster shells from Melbourne, Florida were shipped to various locations in St. Johns County to surface the county's main public roads (St. Johns County Commissioners Record Book D, p. 420-422, County Clerk's Office, County of St. Johns, St. Augustine, Florida; *St. Augustine Record*, 28 December 1906, 15, 17, 19, 21, 28 May 1913, 6, 23 January, 10 July 1914).

Consequently, many of St. Johns County's main public roads had only just received a new surface of oyster shells, when, in late-1913, news of a brick road under construction in neighboring Duval County between the St. Johns County line and the Nassau County line compelled the board of commissioners to investigate a hard-surface road. In January 1914, county commissioners in Volusia County to the south began debating the benefits of concrete or brick in a countywide road paving plan. At a special meeting in early January 1914, Commissioner A. H. Faver, a St. Augustine businessman, recommended that the county move forward as quickly as possible. Additional support came from an old ally, St. Augustine's chamber of commerce, and J. E. Ingraham, vice-president of the Florida East Coast Railway Company. Later that year, Ingraham traveled between Ft. Pierce and St. Augustine in an automobile, a tortuous nine-hour trip with the worst roads reportedly near Bunnell. A harbinger of Florida's public highways, Henry H. Flagler had admonished the businessmen and politicians of St. Johns County as early as 1906 for neglecting to build hard-surfaced roads. Flagler predicted that other communities would draw business away from St. Augustine if they did not soon improve their county-wide road system. A keen observer of business trends, Flagler hailed from Ohio, a leader in the manufacturing of vitrified bricks and the first state in the nation to pave its public roads with bricks (St. Johns County Commissioners Record Book D, p. 420-422, County Clerk's Office, County of St. Johns; *St. Augustine Record*, 28 December 1906, 15, 17, 19, 21, 28 May 1913, 6, 23 January, 10 July 1914).



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In January 1914, the county advertised bids for “paving the ‘John Anderson Highway’ from the Duval County line to the North City limit of St. Augustine...and...the County Road from Hastings to the Volusia County line..., a total of 64 miles.” A. F. Harley, county engineer for Duval County, assisted St. Johns County with preparing its bids specifications. The bid request included the general specifications of “asphalt macadam, concrete, vitrified paving brick, or other suitable material, nine feet wide, from outside to outside of four by ten inch concrete curbing, the width of the curbing to be included in the paved portion of the road...” The contractors were required to conduct the paving work at three points in the county simultaneously, and at each point pave at least one mile per month. Six companies responded to the bid request: W. H. Cochran Company, Everett P. Maule Company, Seth Perkins & Sons, Southern Asphalt & Construction Company, Wilson Construction Company, and C. S. Young Construction Company. Led by its chairman, I. I. Moody of Bunnell, the county commission awarded a bid for \$527,155.20 to the J. Y. Wilson Construction Company of Jacksonville to pave the public road with brick in February 1914. The county reserved an additional \$26,844.80 for engineering fees associated with developing the road. The county commission retained the J. B. McCrary Company of Atlanta for engineering and design work on the highway in June 1914 (St. Johns County Commissioners Record Book D, p. 379-388, 420, 432-433, 461, 477, County Clerk’s Office, County of St. Johns; “Road Improvement,” *Bunnell Home Builder* (August 1913), 102; *St. Augustine Record*, 2 April 1914; *St. Augustine Record*, 16 January, 24 February 1914).

Following the award of the construction to the Wilson Company, the county commission and chamber of commerce embarked on a massive public relations campaign to help ensure the bonding necessary to pave the highway. Using the banner of “Good Roads, Progress, and Prosperity,” rallies were held in Hastings and St. Augustine. Business officials encouraged St. Johns County’s residents to vote for the road bonds. F. O. Miller of the Jacksonville Board of Trade and local school officials delivered brief addresses at St. Augustine’s “brick road rally” in the downtown plaza. Enacted by a voter referendum by an overwhelming majority of 822 to 432 in April 1914, the county’s road bonds amounted to \$650,000. Only the residents of the Diego, Elkton, and New Augustine precincts had majorities who voted against the bonds. In Bunnell, the vote was eighty-seven to two for the measure and in Espanola all eighteen eligible voters approved the bonds (*St. Augustine Record*, 30, 31 March, 1, 2 April 1914; St. Johns County Commissioners Record Book D, p. 440, County Clerk’s Office, County of St. Johns).

The *Bunnell Home Builder* attributed the financing and politics associated with the brick highway largely to I. I. Moody, Jr., a Bunnell developer and businessman who served as chairman of the St. Johns County Commission in 1913 and 1914. A native of Georgia, Moody arrived in St. Johns County in 1898 to work for George Deen in the turpentine business. By 1903, Moody had formed a lumber mill partnership with James Lambert, and later organized a real estate business. Instrumental in the founding of the Town of Bunnell and the Bunnell Development Company in 1909, Moody perceived the hard-surface road as a necessary development to link the nascent community of Bunnell with the established cities of Daytona Beach and St. Augustine. In 1917, Moody organized residents in Bunnell, Espanola, Neoga, and



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adjacent communities to lobby the Florida Legislature for the creation of Flagler County. Moody represented the new county in the legislature in 1917, but died the following year. It was largely Moody's political activism and his popularity in Bunnell that resulted in the creation of the highway and the new county ("Work to Begin of the New Brick Highway Shortly," *Bunnell Home Builder* (June 1914), 166; Mary Holland, *First Families of Flagler* (Bunnell: Mary Holland, 1995), 177-178; Map Book 2, p. 25, Clerk of Courts, Flagler County Courthouse, Bunnell, Florida).

The county notified the Wilson and McCrary companies to proceed with the paving work in August 1914. A native of Jacksonville, Florida, James Young Wilson was born in 1870, served as an Army officer during the Spanish-American War, and returned to St. Augustine, where he was briefly attached to the United States District engineer's office. About 1901, he returned to Jacksonville and established the Jacksonville Tile & Paving Company with J. J. Holmes. Wilson's business consisted of paving streets and country highways, primarily with bricks. His paving activities extended throughout North Florida, including Camp Johnston during World War I and later Camp Foster. In 1916, the same year he completed his contract with St. Johns County, he completed the DeLand-Lake Helen Road in Volusia County, a sublet contract with the Southern Clay Manufacturing Company of Chattanooga, Tennessee. He operated the paving business for several decades, and in the mid-1920s reorganized the business as the Wilson Construction Company. One of his employees, Herbert E. Wolfe of St. Augustine, initially hauled rock for Wilson before establishing the San Marco Construction Company in St. Augustine. In the mid-1930s, Wilson retired from the contracting business, and served as an engineer in the Civil Works Administration (CWA), then as a district administrator in the Works Projects Administration (WPA). Before his death in 1940, Wilson was acting state administrator for the WPA. The company graded the foundation and laid the brick and curbing for the St. Johns County highway only after the alignment, levels, and grades were established by the J. B. McCrary Company of Atlanta, Georgia (*Jacksonville Florida Times Union*, 11 September 1940; *Jacksonville Journal*, 10 September 1940; Kendrick, *Florida Trails to Turnpikes*, 81, 254-255).

Although the Wilson and McCrary companies received notices to proceed in August 1914, the Wilson Company made little headway until October 1914. Most of the brick was delivered to the road sides by trains operating on adjacent rails, but for the stretch of road between Hastings and Espanola, Wilson reported that mule teams would be used to haul the brick in the event that the railroad would not be available in that area. Initially, the county ordered the Wilson Company to divide its brick crews into three sections: one to start at the Duval County line and pave south to St. Augustine; another crew to start at Alligator Branch southeast of Bunnell and work north beyond Bunnell and north of Espanola; and the third crew to begin at Byrd and work through Hastings, Elkton, Spuds, and St. Augustine. Several weeks later, however, to reduce costs and speed construction, the county commission altered its paving locations for the highway, placing the emphasis on the stretch of road between the Duval County line and St. Augustine, and from Byrd to Hastings, Elkton, Spuds, and St. Augustine. In August 1914, Wilson ordered 5,000,000 bricks for the highway north of St. Augustine, in addition to a road scraper, grader, and roller. The county agreed to supply an eighteen-berth portable steel convict cage to transport inmates to



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grade the roads while Wilson's crews laid the curbs and brick. Even before construction began, the commission ruled that no truck over five tons could operate on the new highway "unless its wheels are extra wide tread." (Work to Begin of the New Brick Highway Shortly," *Bunnell Home Builder* (June 1914), 166; St. Johns County Commissioners Record Book D, p. 435, 477-478, 483, County Clerk's Office, County of St. Johns; *St. Augustine Record*, 19 August 1914.)

Although the McCrary Company began laying the levels and alignments in August 1914, Wilson's brick laying crews remained in Seminole County, completing jobs near Sanford until October. After the engineers with the McCrary Company laid the levels for the road, the convicts graded the road, relocating some of the existing shell outside the curb lines to form the shoulders of the new highway. After Wilson's crews arrived, they prepared the bed with graders and rollers. Curb and brick laying began at Durbin and Hastings in October 1914. One of Wilson's innovations, four-by-ten inch concrete curbs were grooved on the ends for each piece to fit tightly against an adjoining section, thereby protecting the road from erosion and preventing the separation of the curbs. On 19 October 1914, the editors of the *St. Augustine Record* declared that "brick paving is now in full swing." For most of the highway, the Wilson Company used vitrified brick manufactured by the Graves Brick Company of Birmingham, Alabama, but also used some bricks from the Southern Clay Manufacturing Company of Chattanooga, Tennessee. By August 1915, the Wilson Company had paved fifty-seven miles, leaving unfinished four miles southwest of New Augustine and nine miles southeast of Byrd. Heavy rains and high water delayed the widening of the alignment and straightening the grade through the Big Cypress Swamp north of Espanola. Once the waters receded and the grade was established and brick culverts were built in several areas for drainage. Then, the bricks and curbs were laid, and Wilson's steam road roller smoothed the finished surface. Crews replaced broken bricks, and cleared brush and roots from the shoulders on which they packed shell (*St. Augustine Record*, 25 August, 3, 9, 12 September, 14, 18, 19 October 1914, 9 August, 6 October 1915; *Daytona Gazette-News*, 13 August 1915).

During the construction of the highway various county commissioners voiced concerns about the Dixie Highway Movement. In May 1915, the commissioners sent a resolution to the Dixie Highway Association, protesting the designation of the Dixie Highway through Florida's central peninsula. The commissioners recommended the route extend through Jacksonville and along Florida's east coast, and urged the Association to inspect the new brick highway under construction in St. Johns County. Reports of motorists experiencing some confusion about the correct route for the Dixie Highway alarmed some officials until new signs were installed. St. Johns County's officials discovered that some out-of-state motorists used out-of-date highway maps and selected the King's Road instead of the Dixie Highway for travel between St. Augustine and Ormond Beach. New signs bearing the DH emblem helped travelers avoid the unpaved King's Road. Later that year, the editors of the *St. Augustine Record* celebrated the arrival of the "Dixie Highway Motorcade," a procession of seventy-five automobiles that traveled from Chicago to Miami Beach. On 21 October 1915, a delegation of St. Augustine businessmen and good roads promoters met the motorcade at the Duval County-St. Johns County line and escorted them along the Dixie Highway into St. Augustine. Later that day, forty



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automobiles adorned with bunting and flags departed from St. Augustine. The motorcade was led by I. I. Moody, A. H. Faver, and W. B. Edminster who accompanied the Association's officials along the brick-paved Dixie Highway into Daytona Beach. Citizens at Elkton and Hastings paid tribute to the motorcade, which also stopped in Bunnell at the state bank, where Moody delivered a brief speech. The highway officials complimented "the St. Johns County commissioners over the wonderful achievement in road-building, stating that St. Johns would probably occupy first place on the honor roll because of being the first county along the entire route to use a permanent paving material on such a long stretch of highway." The officials commented that they had experienced difficulties only along a five mile stretch between Byrd and a state convict camp in the Big Cypress Swamp (St. Johns County Commissioners Record Book D, p. 507, 534, County Clerk's Office, County of St. Johns; *St. Augustine Record*, 21, 23 October 1915; *Daytona Gazette-News*, 22 October 1915).

In the months before the arrival of the Dixie Highway motorcade, the St. Johns County commissioners took action to address reported deficiencies in the highway. In early-1915, the county deferred on payment requests by the McCrary Company for preparing a profile of the John Anderson Highway and an unacceptable condition of the brick road between Atwood's Ditch and Mile Post Nine. Eventually, the disagreements were resolved, but not before additional conflicts emerged between the engineering company and the county government. Responding to reports from various sources, the county made further allegations that the company had permitted bricks to be laid "without said roadway being watered properly before rolling... and the laying of brick on said road upon palmetto roots, etc." Further complaints surfaced about the engineering company "not furnishing the contractor the requisite lines and grades at many places from the North of St. Johns County to the limits of St. Augustine, and between Hastings and Elkton, between Bunnell and Espanola, and between Bunnell and the South end of said road." To resolve the dispute and retain the contract, the McCrary Company agreed to direct the necessary repairs and agreed to permit the county to hold \$2,000 of its final payment for sixty days after the completion of the repairs (St. Johns County Commissioners Record Book D, p. 513, 550-551, County Clerk's Office, County of St. Johns; Map Book 2, p. 16, Clerk of Court, Flagler County Courthouse; R. H. Scott, *The Florida Growers Atlas of Florida: Map of St. Johns County, Florida* (Tampa: R. H. Scott, 1914).

In December 1915, the McCrary and Wilson companies met their obligations for the brick paved road between St. Augustine and Duval County, and completed the stretch of highway south of Byrd, through Espanola and Bunnell to the Volusia County line in 1916. On 4 March 1916, the *St. Augustine Record* declared the entire Dixie Highway completed in St. Johns County. Wilson's crew celebrated with a barbecue with 160 pounds of pork and forty loaves of bread. Predicting that the road would be a "boon to the farmer and automobile tourist," the *St. Augustine Record* indicated that Wilson would have completed the job in late-1915 if the company had not experienced a shortage of materials. In March 1916, the road was declared open to traffic between the Duval County line and the Volusia County line, although some grades still needed to be widened and no beautification had occurred. One brick remained un-laid for later that year, when a formal Dixie Highway ceremony was held for the people of Bunnell,



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Espanola, and Hastings. In April 1916, the McCrary Company requested a final inspection of the highway and final payment. The commissioners inspected the brick highway between the county lines and accepted it "in accordance with the plans and specifications furnished the said Wilson Construction Company." The final paved mileage was sixty-six miles (St. Johns County Commissioners Record Book D, p. 599, Book E, p. 17, 28, County Clerk's Office, County of St. Johns; *St. Augustine Record*, 4 March, 12 June 1916; *Daytona Gazette-News*, 22 October 1915; Florida State Road Department, *Florida Road Condition Map* (Tallahassee: State Road Department, 1923).

Between St. Augustine and Hastings, the Dixie Highway twice crossed the Florida East Coast Railway tracks. Making for even more hazardous travel, at Elkton the alignment initially included two dangerous right-angle turns. Still, the highway greatly facilitated communication with neighboring counties, and encouraged growth in Elkton, Hastings, and Spuds. Significant growth in southern St. Johns County resulted in the Florida Legislature creating Flagler County in 1917. The new political jurisdiction was formed from parts of St. Johns County and Volusia County. Bunnell, long an agricultural center southeast of Hastings, was named the seat of local government (Kendrick, *Florida Trails to Turnpikes*, 56-57, 65; *St. Augustine Record*, 28 June 1964, 5 November 1977).

The Dixie Highway through Hastings, Elkton, and into St. Augustine served as the primary route of travel for tourists motoring along Florida's east coast for about one decade. An observer of automobile travel in the region recorded 453 cars using the Dixie Highway in September 1915, most of those southbound. The following month, the number had increased to 647. Although many local farmers used trucks to transport crops to market and to rail sidings adjacent to the highway, tourism by automobile emerged as the heaviest impact and increased exponentially during the 1920s. In 1922, the editors of *Literary Digest* reported that 80,640 vehicles had passed through Jacksonville on the Dixie Highway headed for St. Augustine, Ormond Beach, and points south, indicating a significant amount of traffic along the Dixie Highway. In 1923, using the recommendation of the Florida State Road Department, the Florida Legislature designated the highway as State Road 4, a route that extended between Hilliard and Miami and largely followed the alignment of the Dixie Highway, including the highway through Elkton and Hastings. In the 1924-1925 winter season, Jacksonville's chamber of commerce reported that 150,000 out-of-state automobiles passed through the city, many of which traveled south to St. Augustine and Daytona Beach. In August 1925 alone, the chamber counted 12,550 cars carrying 49,118 people south of Jacksonville on the Dixie Highway. Later estimates asserted that 2,500,000 people visited Florida in 1925, the majority in automobiles with Jacksonville and Lake City the main points of entry (*Daytona Gazette-News*, 15 October, 5, 19 November, 3, 31 December 1915; Preston, *Dirt Roads to Dixie*, 125; *Flagler Tribune*, 17 August 1925; Tebeau, *Florida*, 378-392; Michael Gannon, ed., *The New History of Florida* (Gainesville: University Press of Florida, 1996), 292; *General Acts and Resolutions Adopted by the State of Florida* (Tallahassee: Florida Legislature, 1923), 367-368).



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The tourists included hundreds of racing enthusiasts who traveled the highway each year to watch automobile speed trials and races on Daytona Beach. Seasonal tourists included businessman C. E. Luther of Providence, Rhode Island, who owned the Flagler Hotel in Daytona Beach. In 1915, Luther began annual automobile trips between Rhode Island and Florida, using the Dixie Highway south of Jacksonville. The Graham brothers of Maine also used the Dixie Highway to reach Daytona Beach in December 1915. An automobile dealer in Bar Harbor, E. A. Graham drove one of his new touring models that year. Henry M. Leland, president of Cadillac Automobile Company in Detroit, drove one of his new Cadillac eight between Jacksonville and Daytona Beach on the Dixie Highway in 1916. In a publicity stunt, J. F. Belland of Washington, D.C. embarked on a walking tour of the United States in 1913. He reached Florida in 1915, and made the journey along the Dixie Highway between St. Augustine, Elkton, Hastings, and Bunnell, and into Daytona Beach in November 1915. One year later, thirty Jacksonville and St. Augustine advertising agents traveled by automobile to Daytona Beach for a statewide convention of advertisers, a harbinger of activities that would come into full bloom during the Florida Land Boom of the 1920s. The first gubernatorial candidate to canvas the state by automobile, Sidney J. Catts drove hundreds of miles across Florida in late-1916. His campaign stops in Daytona Beach, Jacksonville, and elsewhere in north Florida took him along the Dixie Highway through Elkton and Hastings in a Model T Ford made famous during the campaign and later in the inaugural parade in Tallahassee in 1917. Historian J. Wayne Flynt later assessed the Catts campaign "as remarkable technologically as it was politically" because of Catts's use of the automobile (*Daytona Gazette-News*, 15 October, 5, 19 November, 3, 31 December 1915, 4 January 1916; *Flagler Tribune*, 17 August 1925; *Jacksonville Florida Times Union*, 1 November 1916; J. Wayne Flynt, *Cracker Messiah: Governor Sidney J. Catts of Florida* (Baton Rouge: Louisiana State University Press, 1977), 76-77, 91, 144).

The traffic pattern on the Dixie Highway in St. Johns County experienced significant changes in the 1920s as new roads were opened farther east. In May 1925, federal highway engineers announced the creation of a new alignment for the Dixie Highway between St. Augustine and Bunnell. Impetus for the re-alignment had begun as early as 1919, when hotel operators in Daytona Beach and Ormond Beach petitioned the Florida State Road Department for a new highway that would shorten the existing route of the Dixie Highway to bring travelers due south of St. Augustine, thereby avoiding the circuitous route through Elkton and Hastings. (Figure 3-32) Known as the new Dixie Highway, new State Road 4, and eventually U. S. Highway 1, the new road was initially paved with a lime rock foundation and asphalt with a surface twenty feet in width. The new Dixie Highway was connected to the old Dixie Highway in two locations. One of those was two miles north of the Flagler-St. Johns County line, where the old highway running north from Espanola abruptly turned west at Kersey's Corner toward Hastings. At the corner, a new Kersey's Road was extended east about five miles where it intersected the new Dixie Highway at Pellicer Creek. A second intersection was built approximately five miles east of Espanola. It became the scene of various accidents in subsequent decades. In 1925, construction also began on Ocean Shore Boulevard, a highway with thirty miles of ocean-frontage on Anastasia Island. The respective routes shortened the distance to destinations south



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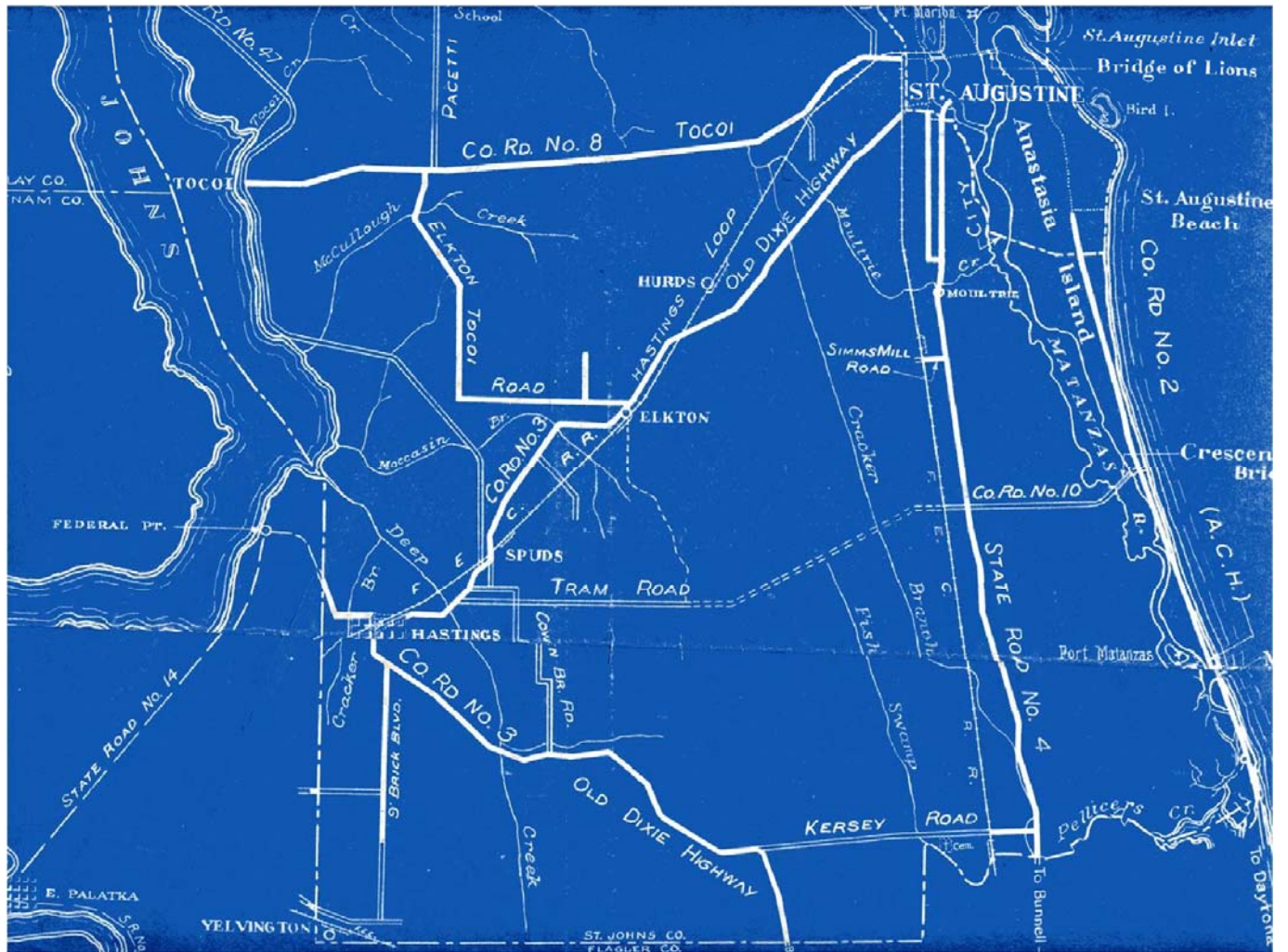
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St. Johns County Road System, c. 1930 (Leonard Hastings 1 Slide 64)



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Elkton Hastings Historic Farmstead Survey
St. Johns County, Florida

Figure 3-32

Figure: 3-32

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Scale: Not to Scale

Date: May 2009

of St. Augustine by approximately fifteen miles; the coastal route offered one of Florida's first picturesque ocean-front highways. Both routes opened in 1927, after which traffic along the old Dixie Highway through Elkton and Hastings was severely reduced (*Flagler Tribune*, 15 January, 26 February, 28 May 1925, 3, 17 February, 2 June, 7 July 1927, 12 August 1937).

Generally, after 1916 the building trades declined as the United States turned its energies toward assisting the allied forces in World War I. Federal government restrictions on the construction industry reduced house building, causing a postwar housing shortage whose effects were aggravated by rising material costs. Still, the period between the 1890s and World War I brought expansion to St. Johns County as residents and companies engaged in town building, carved out farm districts in Elkton and Hastings, and established small resorts along the coast. Farmers in southwest St. Johns County benefited from a wartime shortage of food. In 1918, a scarcity of potatoes boosted the price to \$20.00 per barrel. Growers harvested a bumper crop during which commission agents and buyers converged on Hastings to purchase large quantities of potatoes at unusually high prices. Heavy deposits in the local bank caused Hastings's leaders to call on the home guards to protect the building and its contents. Uniformed men patrolled the streets at night, remaining on duty until armored trucks arrived to transfer the cash to larger banks in Jacksonville. Large African-American communities in Armstrong, Hastings, and West Augustine took shape and matured. The county's location south of Jacksonville, serviced by a superior railroad, and a relatively flat terrain presented an attractive site for settlers. Infrastructural improvements in the form of railroads and paved roads laid a solid foundation for growth when development resumed in the 1920s (Wright 1981:194-195; Weyerhaeuser Forest Products 1992:v; WPA 1939:355).

3.5 *Florida Land Boom and Bust, 1920-1928*

In the decade following World War I, the nation entered a period of rapid economic expansion. The population of Florida increased from 968,470 to 1,468,211 and thirteen new counties were organized. Improved transportation networks facilitated travel by automobile and railroad. By 1927, six thousand miles of railroad tracks crisscrossed the state, and sixteen hundred miles of roadways supported vehicular travel. In early-1925, twenty-five passenger trains arrived daily in Jacksonville, carrying over six hundred thousand passengers to Florida destinations. Jacksonville's chamber of commerce also reported that one hundred fifty thousand out-of-state automobiles passed through the city that season. In 1924, the Florida Legislature issued an open invitation to wealthy investors with the enactment of a constitutional amendment prohibiting either income or inheritance taxes. The resulting capital influx accelerated an already well-developed surge of land purchases. Real estate sales mushroomed, quickly overinflating property values. Although the boom had its genesis in south Florida, in virtually every city and town, new subdivisions were platted and lots sold and resold for quick profits (Tebeau 1971:377-79, 382; Nolan 1984:148-207).



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The Florida East Coast Railway double-tracked its mainline between Jacksonville and Miami in 1925. Increased rail traffic along Florida's east coast made necessary the expansion, which included surveying a new alignment and constructing tracks south of St. Augustine, effectively by-passing Elkton, Hastings, and Palatka for a more eastern route into Bunnell. Shortening travel between those cities by twenty miles, the new mainline cutoff extended through West Augustine, where it became known as Moultrie Junction. Still, the railway company maintained its older tracks between St. Augustine and Palatka. In the mid-1920s, the railroad built at Elkton two new bridges and a siding. The company also expanded the depot at Spuds in 1927. The FEC also added twenty new locomotives and cabooses, several hundred box, rock, and ballast cars to its roster. Near the height of the boom, the FEC regularly shuttled eighteen passenger trains between Jacksonville and Miami in a twenty-four hour period. The "Dixie Flyer," "Key West Express," and "Everglades Limited" were picturesque names adopted by the company for its crack passenger trains (*Lake Worth Herald*, 5 March 1924; *Stuart News*, 6 March 1924; Bramson 1984:102; Florida East Coast Railway Valuations, St. Augustine Historical Society).

In St. Johns County, the population increased from 13,000 people to nearly 19,000. The City of St. Augustine enjoyed most of this growth, if census enumerators tallying residents and subdivision recordings serve as accurate indicators. In the city, new subdivisions were platted and houses in-filled many lots left vacant during earlier periods of development. Some of this enthusiasm spilled across the San Sebastian River and elsewhere in St. Johns County (Florida Department of State 1928:104, 266, 317; Plat Book 3, p. 66, 103, 145-149, Clerk of Court, St. Johns County Courthouse).

Hastings enjoyed substantial growth during the boom with the population increasing from 673 in 1920 to 1,035 in 1930. The town shed some its agricultural character as its downtown expanded with new brick buildings and homes were built in residential neighborhoods. In 1921, several subdivisions supported development within the municipal limits, including G. C. Middleton's subdivision, Hastings Development Company subdivision, McClure's subdivision, Mettle & Harris subdivision, and the Model Land Company subdivision. St. Johns Methodist Episcopal Church occupied a prominent site south of the downtown. Businesses included the Big Brick Garage, Hastings Cold Storage Company, Langford's Garage, and the Hastings Herald Publishing Company, which published the weekly *Hastings Herald*. In 1927, the newly-organized Hasting Potato Growers Cooperative developed a distinctive building north of the downtown. To the west of the downtown, the Nix Produce Company and the Whitehouse Barrel Company manufactured shipping barrels for potato farmers. The railroad tracks, supporting freight and passenger depots, marked the northern extent of the downtown. Farms encircled the community with the largest African-American neighborhoods to the north of the tracks. A fashionable new school designed by St. Augustine architect Frederick A. Henderich and built by the O. P. Woodcock Construction Company of Jacksonville was completed in 1924. Relatively small subdivisions opened by G. W. Waller and L. S. Killingworth in Hastings's African American community neatly filled with small wood-frame dwellings. In 1928, the Julius Rosenwald Fund supported the construction of a ten-teacher school (Figure 3-33) on a three-acre



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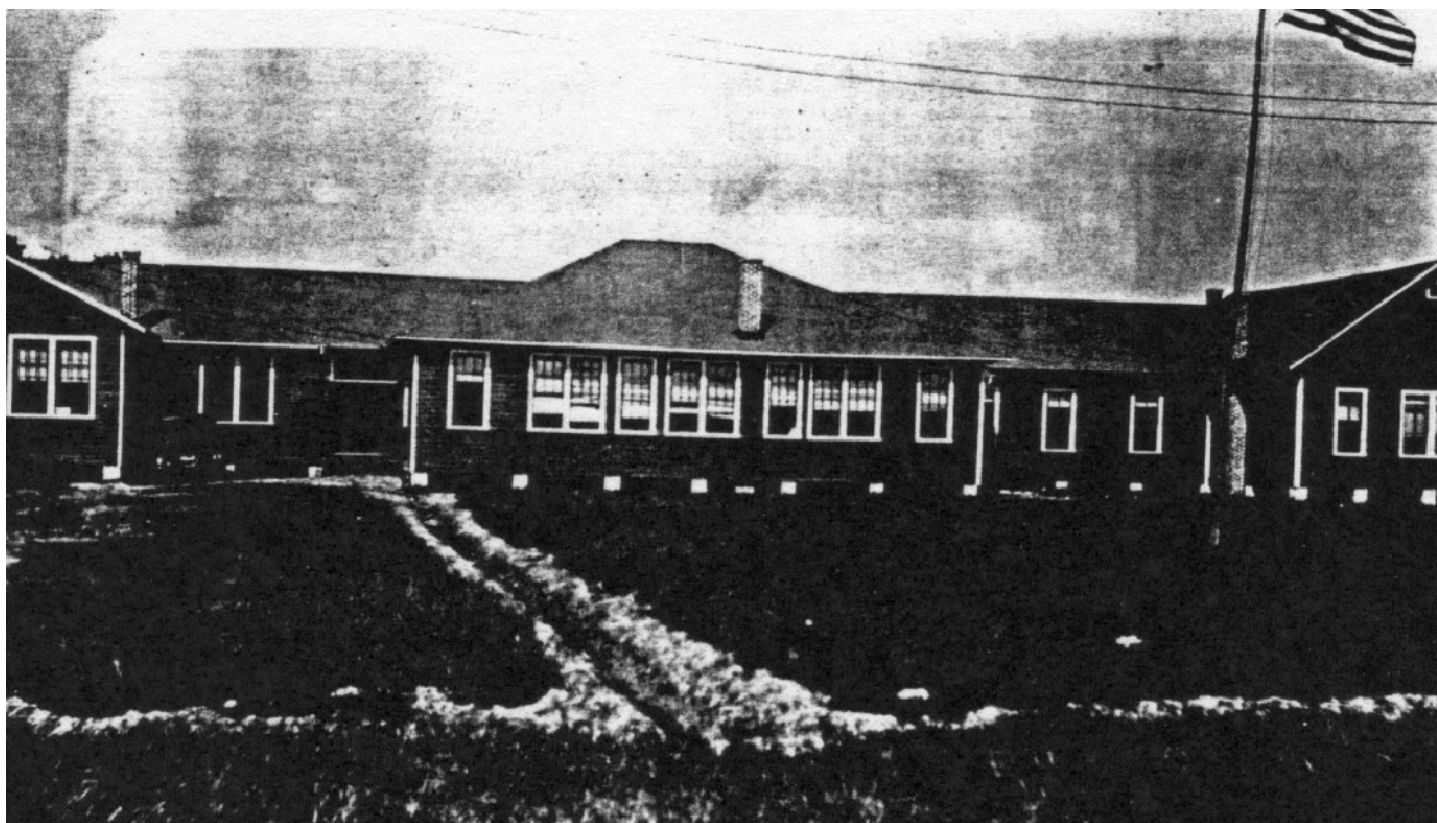
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Hastings African-American School, 1928 (Fisk University Archives)



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Elkton Hastings Historic Farmstead Survey
St. Johns County, Florida

Figure 3-33

Figure: 3-33

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Date: May 2009

tract in Hastings's African-American neighborhood. The total cost of the one-story wood-frame school amounted to \$25,000 with the Rosenwald Fund contributing \$2,100 and public funds supplying the remainder. Outside of the town extensive fields and a rural agricultural landscape characterized much of southwest St. Johns County. Even tiny Yelvington caught the real estate fever. Organized about 1899 as a whistle stop along the railroad tracks, the Yelvington community supported farmers and railroad laborers. In 1921, the Florida East Coast Railway assembled two labor houses at the settlement. Developers opened Yelvington Heights in September 1925 with twenty-six blocks that remained largely unsold and vacant during the 1920s (Plat Book 3, p. 13, 74, 82, 92, 150, Plat Book 4, p. 27, 62, Clerk of Court, St. Johns County Courthouse).

St. Johns County's farm economy underwent reorganization and consolidation, but agriculture remained a primary source of income. The number of farms in the county steadily decreased during the decade from 402 in 1920 to 381 in 1925, and reached 348 in 1930. Only six percent of the county's lands accounted for farms, fields, and groves. Between 1920 and 1925, the average size of the county's farms steadily diminished in size from 118 acres to seventy four acres. Most farms were owner-operated, but a few were operated by managers, tenants, and even sharecroppers. Twenty-four African American owners and managers operated farms in 1925, compared with only fifteen black tenants and sharecroppers. By then, African Americans were farming 750 acres of land throughout the county (Bureau of the Census 1931 2:671, 677).

Beyond potatoes, farmers planted various truck crops, including cabbage, celery, corn, cucumbers, and peas. Some farms grew the traditional southern crops of cotton and tobacco for home consumption, but commercial growers only reported eleven acres of cotton in 1924 and no tobacco production during the decade. In 1923, indicative of St. Johns County's agricultural growth, the University of Florida established the Hastings Potato Investigations Laboratory. For several years, the research facility was installed in rented buildings. Then, in 1927, the Hastings Potato Growers Association donated land on which the University of Florida developed a laboratory building, greenhouse, and storage buildings on East St. Johns Avenue. In 1930, the county claimed 348 farms and 23,000 acres of farmlands. Elkton and Hastings alone accounted for 255 farms supported by 17,000 acres. But, fallow fields and large tracts of un-cleared woodlands contained within farms resulted in only 11,000 acres producing crops. By then, southwest St. Johns County had become a center of potato growing. In 1929, county farms reported a bumper harvest of 1,126,863 barrels of Irish potatoes. Neighboring Putnam County fell behind a distant second that year, reporting 427,000 barrels (Weingartner 1999; Bureau of the Census 1931 1:101, 2: 671, 677, 701, 707).

The air began to seep out of Florida's speculative land bubble in late 1925. Statewide bank deposits reached \$875,000,000 in 1925, but then began to decline. In August 1925, the FEC announced an embargo on freight shipments to South Florida, where ports and rail terminals became clogged with unused building supplies. Bankers and businessmen throughout the nation complained about transfers of money to Florida. As the collapse unfolded and construction slowed, it became clear that many subdivisions would remain undeveloped and become bankrupt. Banks collapsed, were



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reorganized, and then failed again. Many investors lost faith in the state's economic future. As construction tapered off, devastating hurricanes in 1926 and 1928 flooded several south Florida communities, swept buildings off foundations, and killed thousands of people, providing a sad closing chapter to the land speculation fever gone bust. Although both storms entered the peninsula in south Florida, the aftermath of the storms reverberated throughout the state, and temporarily altered Florida's east coast vacationland image to that of a wasteland of wind-swept beaches. Although many people of St. Johns County suffered financial reverses from the collapse of the boom, the misfortunes of some became windfalls for others. Sagging property values and foreclosed properties attracted investors fortunate enough to have retained some level of wealth after the Depression began. Within a decade of the land bust, renewed construction promised jobs and revitalized growth, and St. Johns County would build on its substantial reputation (Tebeau 1971:385-87; Frazer and Guthrie 1995:115-166).

3.6 Great Depression, World War II, and Aftermath, 1929-1960

Many of St. Johns County's home owners and developers were still reeling from the collapse of the land boom when, in October 1929, the stock market began its downward spiral into the Great Depression. The financial panic delivered its full impact in the early-1930s. By 1933, numerous Florida banks had failed. Deposits and investments fell and annual incomes declined. Although growth flagged the county's population inched upwards from 18,676 residents in 1930 to 20,012 a decade later (Bureau of the Census 1931:213; Bureau of the Census 1942 2: 112; Morris 1949:249; Tebeau 1971:394-401; WPA 1939:339).

Still largely a rural county, St. Johns County lost some of its agricultural characteristics in the 1930s. The trend began earlier in the twentieth century, persisted during the Great Depression, and accelerated after World War II. The population of St. Augustine stood at 12,111 in 1930 with settlements and communities elsewhere in the county accounting for about 6,000 people. A decade later, while 1,600 people lived on farms, approximately 3,500 persons were rural non-farm residents. In 1940, the county's forestry and logging industries supplied jobs to fewer than 500 people (Bureau of the Census 1931:213; Bureau of the Census 1942 2: 68, 86, 112).

Improved highways and automobiles brought increased numbers of tourists to Florida during the Great Depression. Sophisticated advertising programs in various cities of South Florida lured tourists to the Sunshine State. Tourism helped to lift Miami from the depression in the late-1930s and the industry spilled across the peninsula, especially the east coast. But, St. Augustine's tourist market struggled to make ends meet. The Ponce de Leon Hotel reduced expenses by firing staff, but continued to lose money. Still, tourists flocked to Florida. Since the nineteenth century, tourism had been an important part of the state's economy. Then, steamboats and railroads brought most tourists, the majority of them wealthy northerners. In the 1920s, the automobile created social changes, providing vehicular access to a different class of tourist. Once a winter resort for the wealthy, Florida became a mecca for middle class families packed in automobiles. Better roads in the 1920s and 1930s encouraged still more visitors, and federal laws governing



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hours in the workplace and vacation time for middle class laborers in the Great Depression created a larger annual market of seasonal tourists (Graham 1975:1-17; George 1981:440-463; Bauer 1997:135-151; Mormino 1987:6-12).

In the 1930s, the Federal Writers' Project of the Works Progress Administration (WPA) collected historical and contemporaneous information on Florida. Headed by Carita Doggett Corse and Stetson Kennedy, the writers and editors developed a series of tours, providing motorists with a guide to visiting the state's major cities, towns, and villages along primary roads and highways. Indicative of the changes wrought by the construction of U. S. 1 in the 1920s south of St. Augustine, modern-day SR 207 was not included in any of the tours. Instead, the writers made only a passing reference to Hastings as part of Tour 2 on U.S. 17 south of Jacksonville. Writing in the late-1930s, they noted that "Left from East Palatka on State 14 is Hastings, 8.5 miles, (10 alt., 673 pop.), an unusually large early-potato market. During 1937 approximately 15,000 acres in the vicinity yielded 2,092 carloads of Spaulding Rose, Green Mountain, and Red Bliss varieties, valued at \$1,882,800." The bountiful yield enjoyed by some of Hastings's farmers indicates that the farm community escaped many of the harshest effects of the Great Depression: bread lines and unemployment. But, the tour guide neither mentioned Hastings's history nor noted nearby Elkton and Spuds (WPA 1939:355).

Florida played a significant role in World War II, arguably the pivotal event in the twentieth century history of the United States. The war lifted the American economy out of the Great Depression, and changed the face of Florida's landscape beginning in the late-1930s, when the War Department expanded some existing facilities and began construction of several large installations. Increased development occurred after Germany attacked Poland, and Congress raised spending levels to new heights after Japan attacked Pearl Harbor. By 1945, the United States had allocated more resources to the war effort and supported more construction projects than anytime in its history. Florida supported a significant amount of that military construction and activity (Gannon 1996:323-324).

A flood of wartime projects brought a brief era of prosperity to the nation. By 1943, about sixty primary military installations occupied sites in Florida, and dozens of smaller support facilities. The Navy constructed one of America's largest naval air stations at Jacksonville and auxiliary fields dotted the surrounding countryside. The City of St. Augustine's municipal airport served as an outlying field, and grass aircraft strips used by the Navy for emergency landings at Switzerland led to the designation of Bombing Range Road for current-day Greenbriar Road. By 1942, St. Augustine Field consisted of 276 acres and the larger Switzerland outlying field contained over 1,100 acres in 1943. That year, the United States Geological Survey published several topographical maps, one that covered Elkton and Moccasin Branch (Figure 3-34) and another depicting the farm and field systems at Spuds and southeast of Hastings (Figure 3-35). Although no major military installation was developed in St. Johns County during the war, secondary air fields played an important role in the training of pilots. Watch towers dotted the coastline, generally placed about ten miles apart (Shettle 1995 1:95; Ramsey 1995; Angas).



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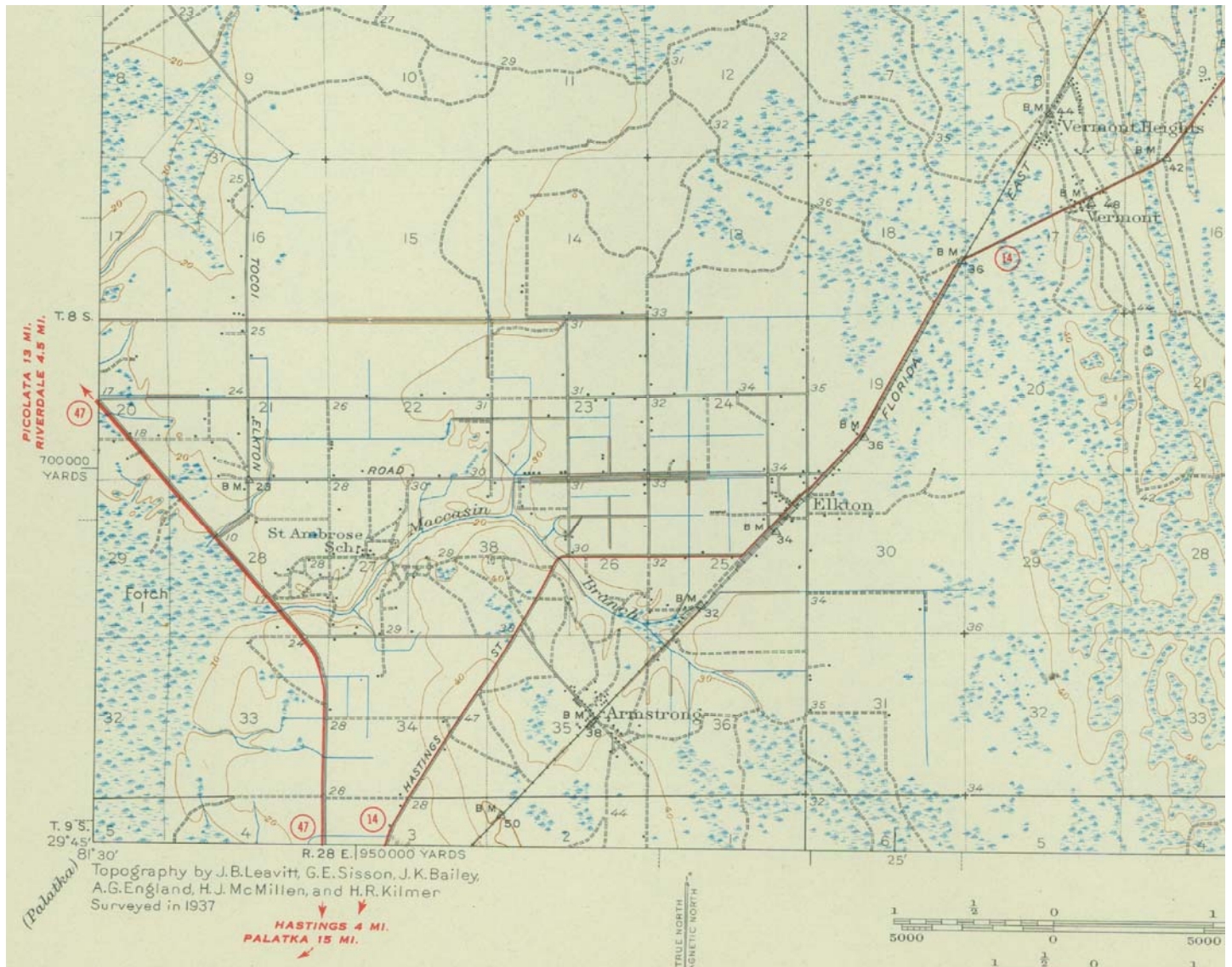
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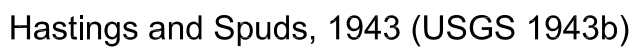
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Elkton and Moccasin Branch, 1943 (USGS 1943a)



Between 1945 and 1950, the number of large farms in St. Johns County, that is, those containing 1,000 acres or more, increased from fourteen to twenty-two. A concomitant decrease in smaller farms occurred countywide. For example, farms containing between thirty acres and forty-nine acres declined from ninety-five in 1945 to fifty by 1950. Driven primarily by large-scale Irish potato production, this local trend correlated with the rise of large agribusinesses and regional farms statewide. The number of farms in the State of Florida commercially producing Irish potatoes fell dramatically from 7,771 in 1944 to 5,435 in 1949. But, production increased along with farm size. In 1944, Florida's farmers harvested 3,042,095 bushels of the tuber and shipped 4,488,999 bushels in 1949. Planting an average of 5,575 acres each year in Irish potatoes, St. Johns County's farmers claimed a significant percentage of the annual crop, totaling 795,478 bushels in 1944 and 1,260,760 bushels, or over one-third of the state's crop, in 1949. But, St. Johns County's potato growers gradually lost ground to farmers in Dade County, Florida, which produced 1,633,375 bushels of Irish potatoes in 1949. Indicative of the rise of agribusiness in South Florida, Dade County's forty-three commercial farms produced 1,633,375 bushels of Irish potatoes while 112 farms in St. Johns County harvested 1,260,423 bushels of the tuber. Still, Hastings remained the potato capital of Florida. Indeed, the value of the Irish potato crop to St. Johns County's farmers was not inconsequential, amounting to \$2,836,710 in 1949 with most of those dollars developed at Hastings. Some of the decrease in the number of Florida farms and increased production was consolidation of farmlands by growers who employed new methods to concentrate and increase crop yields. In other cases, the state's farmers sold farmlands to developers to feed Florida's hungry post-World War II housing market (Bureau of the Census 1952:71, 96, 97, 99, 109).

If potatoes remained a primary crop in southwest St. Johns County, then cabbage ranked a distant but important second. In 1949, the State of Florida contained 1,375 farms cultivated with 14,708 acres in cabbage. That year, St. Johns County contained 136 farms planted with 3,574 acres of the vegetable. The majority of those acres radiated across Elkton and Hastings. The Hastings Potato Growers Association also harvested and packed cabbage for area growers, using a distinctive crate label (Figure 3-36) to identify its products. Another example of early agribusiness in the state, Palm Beach County in 1949 contained forty-seven farms with 3,398 acres planted in cabbage. Still, exhibits depicting St. Johns County's farmers heralded Hastings as Florida's cabbage capital. By mid-century, the Hastings region annually shipped 1,408,000 crates of cabbages (Leonard Hastings 2 Slide 122; Bureau of the Census 1952:101-102).

Citrus and oranges ranked far behind potato and cabbage production in St. Johns County. In 1950, the United States Bureau of the Census reported that the State of Florida contained 18,916,905 orange trees, which yielded 46,303,862 field boxes of oranges. In St. Johns County, the census bureau reported 25,299 orange trees from which were picked 55,181 field boxes of the fruit. By then, the number of orange trees in the county had decreased from 32,555 counted in 1944. While citrus growers elsewhere in Central Florida and South Florida had increased the state's orange groves, those in St. Johns County had decreased in number for other crops or for development purposes. Notwithstanding those changes, the Wetumpka Fruit Company persisted as one of the largest citrus businesses in St. Johns County. During the twentieth century, the company was



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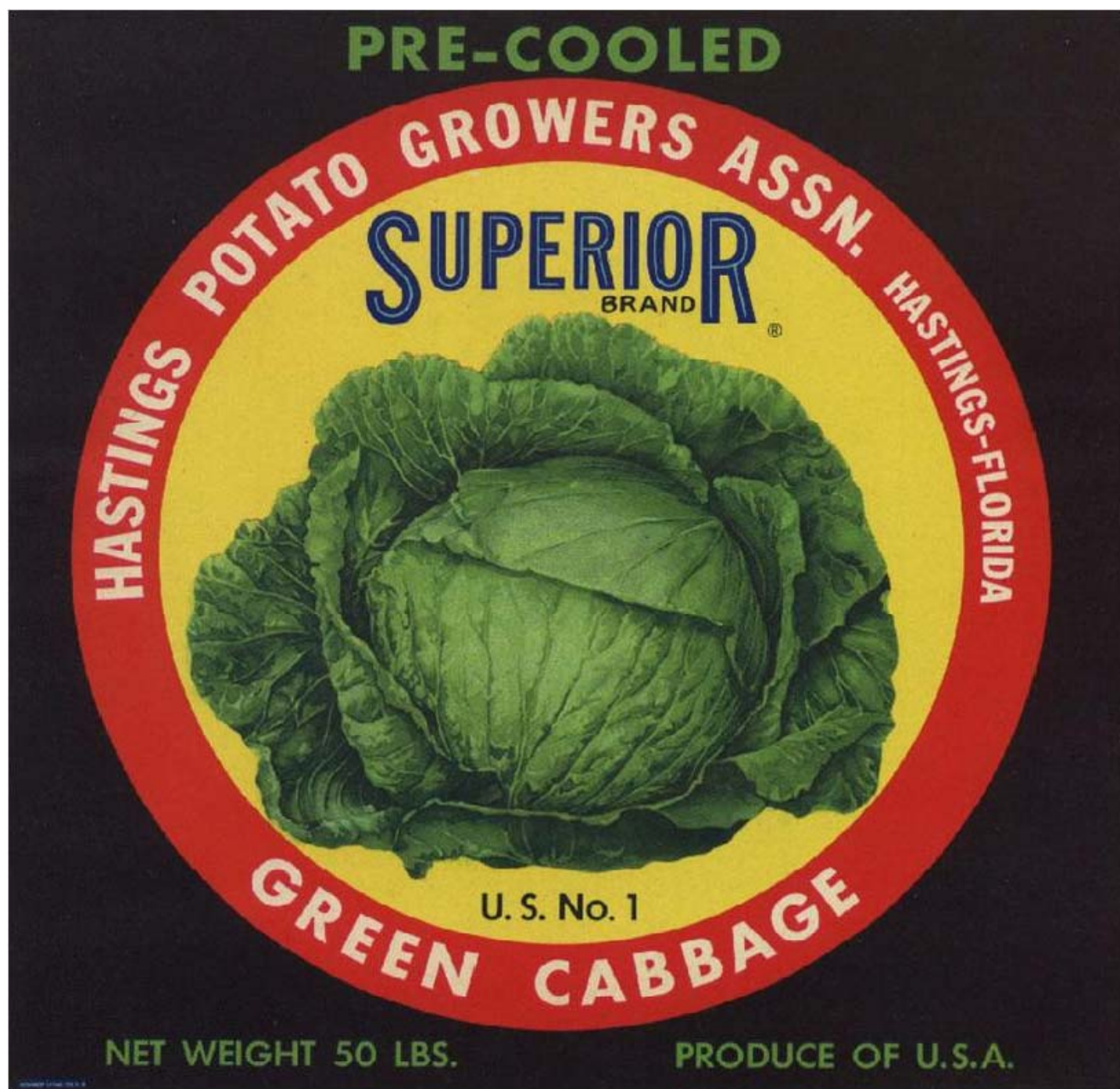
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Hastings Potato Growers Association Cabbage Crate Label (Leonard Hastings 2 Slide 125)



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Elkton Hastings Historic Farmstead Survey
St. Johns County, Florida

Figure 3-36

Figure: 3-36

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Scale: Not to Scale

Date: May 2009

managed by George V. Leonard and George W. Leonard. In 1952, after graduation from the University of Florida, Bill Cotton was hired as an assistant manager of the Wetumpka Fruit Company and succeeded George W. Leonard as president in 1975 (Bureau of the Census 1952:71, 96, 97, 99, 109, 130, 133; Leonard Hastings 2 Slide 198).

St. Johns County experienced only modest growth in the decades following World War II. Between 1945 and 1970, the population increased from 21,596 to 30,727. The Town of Hastings participated in some of the increase, but later experienced a population decline. Between 1940 and 1945, the census bureau reported the population of the Hastings precinct increased from 1,035 to 1,167. A subsequent census report indicated the town's population rose from 577 in 1950 to 617 in 1960. But, in 1970, the bureau of the census reported Hastings's population had fallen to 320, a decline of forty-eight percent from 1960. In contrast, by 1980 St. Johns County's population rose by nearly seventy percent, most of that in unincorporated areas, presumably near the St. Johns River. Improvements to the road system destroyed older buildings and left abandoned some sections of the original Dixie Highway. New residential neighborhoods developed. Growth accelerated to new heights in the closing decades of the twentieth century, surpassing even the frenzied years of the Florida land boom. In the new economy, however, many people who came built houses and remained permanently. By 1990, St. Johns County's population boom reached 83,829, nearly three times its 1970 mark. In the final decade of the twentieth century, the population topped 100,000. The cities of St. Augustine and St. Augustine Beach and the Town of Hastings experienced some of this population increase, but combined accounted for fewer than 20,000 residents at the century's end. Hastings's population dipped from 595 in 1990 to 521 in 2000, and then rebounded to 687 in 2007 (Morris 1949:251; Morris 1985:549-551; <http://factfinder.census.gov/>).

In 2006, long-time resident Greg Leonard characterized the Hastings area as "a community of high achievers. It may have something to do with the character of the entrepreneur pioneers who first settled here. Whether it be in sports, music, or civic and community activities, there is a tradition of excellence." Hastings's education and sports reached new heights in the 1950s and 1960s. In 1961, Hastings High School's football team went undefeated in its conference, winning the title against much larger schools in Bunnell, Baldwin, and Crescent City. In 1958, the Florida Department of Agriculture's state vegetable judging contest was captured by Billy Beach, Leighton Middleton, Donnie Solano, and Michael Thigpen of Hastings High School. Local annual competitions included farms, where growers presented their largest vegetable each season. One year, George W. Leonard won the competition with a giant 2.5 pound Sebago potato. A carry-over from the Great Depression, the Hastings Potato Ball endured into the late twentieth century. The event included named bands and formal attire. Judges annually crowned a Potato Queen, who was selected and then photographed in a wardrobe manufactured from burlap potato bags and various poses with bags and beds of potatoes. An annual Miss Potato Blossom competition featured younger ladies (Leonard Hastings Part 1 Slide 59, Slide 99, Slide 111, Slide 117, Slide 118, Slide 119, Slide 122)

Presented for the first time in April and May of 2006 in the recently-rehabilitated Hastings High School, Greg Leonard's Power Point presentation captured some of the feeling of change over time



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in the Hastings region. In the process of growth, or at least change, many older buildings and structures in Elkton and Hastings fell victim to insect infestation, demolition, or fire. The Hastings Hotel burned in March 1943, damaging several adjacent buildings. Heavy rains in 1951 flooded downtown Hastings and surrounding fields. A severe freeze in 1983 destroyed all citrus groves in St. Johns County. The region's post-World War II experience became similar to that of many rural American areas: increasing number of automobiles, an expanding highway system, suburban sprawl, and new construction. The development of the World Golf Village and increased growth in Clay and Duval Counties spilled over into northern St. Johns County.

Sensitive to the losses of historic resources throughout the state, the Florida Legislature passed the Growth Management Act in 1985, bolstering a 1972 law, to aid municipal and county governments in their challenge to keep pace with growth and to help preserve precious historic resources. Communities throughout northeast Florida, aware of their cultural heritage, are taking steps to preserve what remains of their architectural heritage. The City of St. Augustine initiated the first comprehensive survey of a Florida city in 1972. The County of St. Johns followed with a survey of the unincorporated areas in 1985 and 2001. Numerous surveys have been conducted in surrounding areas, including urban neighborhoods in the City of Jacksonville, the Town of Orange Park, the City of Green Cove Springs, and unincorporated Clay County. Listings in the National Register of Historic Places of historic districts and landmark buildings in Green Cove Springs, Jacksonville, Orange Park, and Penney Farms resulted from those surveys. Several buildings in the Hastings region have been listed in the National Register of Historic Places, including Hastings Community Center (2007), Hastings High School (2006), and Sanchez Homestead (2001). This additional survey and historical context provides a tool for listing additional properties in the National Register in the Hastings region. Providing recognition and limited protection to individual buildings and contributing properties located in districts, listing in the National Register also provides tax credits to property owners of income-producing buildings who restore their properties under federal guidelines. It is hoped that this survey serves as an impetus to list additional historic resources in the Hastings region in the National Register, and convey the urgency of implementing measures to protect some of the county's most significant historic resources with historic preservation landmark designations.



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CHAPTER 4 – ELKTON HASTINGS HISTORIC FARMSTEAD SURVEY

IV. DESCRIPTION AND ANALYSIS OF THE HISTORIC ARCHITECTURAL RESOURCES OF THE ELKTON AND HASTINGS REGION, ST. JOHNS COUNTY, FLORIDA

4.1 Analysis of Survey Findings

The goal of this project was to identify and record a specific type of historic resource located within areas of St. Johns County which are located in the general vicinity of Elkton and Hastings. The assessment was specifically designed to cover forty-five structures listed on the St. Johns County Property Appraiser's website as being built prior to 1920. The survey excluded incorporated Hastings. The survey goals were to establish a historic context for the farmhouses in the area and to make an assessment of the farmhouses with an emphasis towards individual and thematic *NRHP* potential.

During the course of the survey, forty-four resources were recorded. But, it was found that one of the resources listed on the Property Appraiser's website--7695 Hub Bailey Road--was destroyed. In addition, three other resources listed on the website--3650 S CR 13 K, 5105 St. Ambrose Church Road, and 5475 St. Ambrose Church Road--were protected by no trespassing signs, private road signs, and/or locked gates and consequently were not recorded. Because Bland & Associates, Inc. (BAI) has an expressed policy of not trespassing on private property and after attempts by Robin Moore, the St. Johns County Historic Resources Specialist, to contact the owners of the properties to request permission for access to take a photograph of the associated historic building, the latter three resources were not recorded. One nineteenth century dwelling not appearing on the Property Appraiser's website and two historic-period outbuildings accounts for the forty-four recorded buildings and structures as part of the survey.

4.2 Historic Development Patterns & Periods of Building Construction

The Elkton and Hastings Farmstead Survey was conducted in southwest St. Johns County. State Road 207 is the primary road that extends through the region. Other important highways and roads in the region include County Road 13 South, County Road 305, George Miller Road, Hastings Boulevard, St. Ambrose Church Road, State Road 13, and State Road 206. Roads supporting historic buildings recorded during the survey include Barrel Factory Road, County Road 13A, Don Manuel Road, Hastings Boulevard, Hub Bailey Road, Leonard Road, Luther Beck Road, Middleton Road, Old State Road 207, Register Burrell Road, Reid Road, Reid Packing House Road, Scoville Road, Smith Road, and White Tower Road.

Using the township, range, and section land division of the early nineteenth century, the rural Hastings farm system developed using a conventional east-west and north-south grid system. Several notable roads, such as County Road 13 South and State Road 207, extend through the region on diagonal alignments. Notwithstanding those primary exceptions, most roads extend along section lines or quarter section references on a conventional grid system. Development was historically organized around lands grants during the Second Spanish Period, railroad tracks built



in the 1880s, highways, roads, and trails from the late nineteenth and early twentieth centuries, and around several subdivisions, such as Merrifield Subdivision (1886), White's Subdivision (1898), Erwin & Estes Subdivision (c. 1901), Leonard's Subdivision of Wetumpka Fruit Company's Lands (1906), and Elkton (1909). Growth patterns were also predicated on acquisition of large tracts using the township, range, and section system out of which farmers established fields, farms, homes, and outbuildings. The process yielded home-and-farm systems with a main house, barn, and outbuildings around which radiated fields and in a few cases packing houses and labor housing. The survey sampling of pre-1920 historic architecture associated with the Elkton and Hastings region reveals very little evidence of the historic home-barn-farm-field pattern. In some cases, the main house has been altered to the extent that it no longer displays sufficient historic physical integrity; in other cases, barns and outbuildings have been altered, destroyed, or compromised by the introduction of modern buildings. Although large fields remain evident, hundreds of acres of citrus groves were destroyed in the 1980s freezes, eliminating an important cultural landscape component. Most buildings surveyed possessing a sufficient degree of historic physical integrity for listing in the National Register are individual resources no longer supported by historic outbuildings. The results of this survey indicate that the Sanchez Homestead (NR 2001) at 7270 Old State Road 207 is the oldest, most complete, and perhaps only example of a historic home-and-farm system in the Elkton and Hastings region. A subsequent survey of post-1920 resources may reveal a more modern example of a home-and-farm cultural landscape in the region.

The historic architectural resources recorded in the Elkton and Hastings Region survey are representative of vernacular architecture in during the late nineteenth century and the opening decades of the twentieth century. Based on survey criteria established by the United States Department of the Interior and the Florida Department of State, forty-four resources were recorded. The vast majority of the buildings are those with a residential function that exhibit wood Frame Vernacular construction. Four buildings display the influences of American Foursquare, Bungalow, or Queen Anne styles.

The following analysis includes a statistical review of the survey findings, a narrative of the historical evolution of the building forms and styles documented, and illustrations that represent the styles attributed to the buildings. A list of addresses, styles, and dates of construction is located in a comprehensive inventory at the end of the report. An additional inventory lists resources previously inventoried in the survey area.

The historic architectural resources recorded during the survey are widely scattered across a rural farm landscape. A product of the closing decades of the nineteenth century and the opening decades of the twentieth century, the buildings and their materials are consistent with contemporary national and statewide architectural trends. They contribute to the sense of time, place, and historical development in Elkton and Hastings through their location, design, setting, materials, workmanship, feeling, and association. The period of historical significance for the survey includes all properties constructed between c. 1860, the date of the oldest building inventoried during the survey, and 1919, the date of the most modern building recorded during the survey.



4.3 Functions, Uses, and Condition of Buildings

As depicted in Table 1, forty properties, or 91% of the buildings included in the survey, were originally constructed for residential purposes. These numbers includes the common single family farm house. Two outbuildings were recorded. Although other outbuildings were evident during the survey, access to photograph those buildings was not available and consequently those support structures were not recorded. The two outbuildings recorded during the survey consisted of a barn and shed supporting the Leonard House at 8650 Hastings Boulevard. Other buildings with interesting original functions consisted of a church and a citrus packing house. Taken in combination with the residences, these resources have a distinctive presence and help convey a historic ambiance and a unique sense of place in the Elkton and Hastings region.

TABLE 1: FUNCTIONS AND USES OF BUILDINGS IN THE ELKTON-HASTINGS REGION				
ORIGINAL USE			PRESENT USE	
FUNCTIONS	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
Residential	40	91	39	88
Outbuildings	2	5	2	5
Church	1	2	0	--
Citrus Packing House	1	2	1	2
Commercial	0	--	2	5
TOTAL	44	100	44	100

Integrity of function is an important consideration for determining the significance of a historic property. A building that retains its original function is more likely to meet the requirements for listing in the *NRHP* than one that has been altered for a use that differs from its original function. A comparison of original use with present use data in Table 1 indicates that there has been some change over time to the original historic functions of the buildings surveyed. Two residences have been rehabilitated into commercial functions and a historic church serves a residential function. In addition, two residences and the citrus packing house are vacant deteriorating buildings.

Table 2 depicts the consultant's evaluation of the condition of the historic building stock in the Elkton and Hastings Region. A building that is in either good or fair condition is more apt to be given consideration for listing in the *NRHP* than a building evaluated as either deteriorated or especially ruinous. Associated with historic physical integrity, condition is a subjective evaluation based on visual inspection from a street or right-of-way. In assessing the condition of each building, property rights were respected and no property was trespassed. No attempt was made to inspect the interiors of buildings, test structural integrity, or closely inspect the foundation areas for deterioration and insect infestation. Consequently, some buildings evaluated as "good" in this report may upon further inspection be found in a "fair," or even "deteriorated"



condition. Some buildings classified as fair may indeed possess substantial integrity of wall framing with only inconsequential exterior fabric deterioration.

TABLE 2: CONDITION OF BUILDINGS IN THE ELKTON AND HASTINGS REGION		
CONDITION	NUMBER	PERCENTAGE
GOOD	36	82
FAIR	6	14
DETERIORATED	1	2
RUINOUS	1	2
TOTAL	44	100

As revealed in Table 2, the historic building stock in the Elkton and Hastings region possesses a good degree of integrity. During the survey, forty-two buildings, or 96% of the total buildings surveyed, were recorded in either good or fair condition. Two buildings, totaling 4% of the total surveyed, were listed in either deteriorated or ruinous condition.

4.4 Historic Architectural Styles

As depicted in Table 3, the buildings surveyed in the Elkton and Hastings region represent a small collection of cultural resources. Exhibiting a narrow range of forms and architectural styles, those buildings, with few exceptions, were designed and constructed by lay builders who drew upon traditional and contemporary building techniques and materials for their inspiration. Primary consideration was given to providing functional attractive interior spaces and exterior appearances for the owners. The forms and styles on which Elkton and Hastings's builders, carpenters, and prospective building owners based their designs and plans were popular vernacular forms throughout the United States. After the Civil War architectural pattern books promoting various residential designs were made available to a wide audience. That trend, combined with the mass production of architectural building components and improved means for their transportation, made it possible for a builder in Maine to construct nearly the same house as a builder in California.

Overall the historic architecture of the Elkton and Hastings region is vernacular American architecture popular between the 1860s and the 1910s. The historic buildings in the survey area that exhibit vernacular influences comprise forty-one, or 93%, of the buildings surveyed. Displaying wood frame vernacular influences, they are derived from common cultural traditions in architecture that spans the earliest history of the region. Vernacular buildings display little of the popular, formal architectural influences available to architects, builders, and home owners during the period in which those buildings were constructed.



TABLE 3: HISTORIC ARCHITECTURAL STYLES IN THE ELKTON AND HASTINGS REGION		
STYLE	NUMBER	PERCENTAGE
Frame Vernacular	40	91
Bungalow	2	5
American Foursquare	1	2
Queen Anne	1	2
TOTAL	44	100

Rather than conveying a particular style of architecture, vernacular buildings are best categorized in terms of building forms. For wood Frame Vernacular dwellings, architectural historians commonly employ various nomenclature, such as composite, double-pile, single-pile, dogtrot, I-house, irregularly massed, saddlebag, and several other terms. Associating buildings with a particular stylistic influence or form is largely a subjective process and often buildings are a blend of formal styles or vernacular forms rather than attributed to one specific style or type. Of the forty-four buildings recorded in the Elkton and Hastings Survey, forty, or 91% of the total surveyed, were categorized as Frame Vernacular. An additional four buildings, or 9% of the total, were classified as American Foursquare, Bungalow, or Queen Anne.

The stylistic descriptions in Table 3 are conservatively established from a variety of acknowledged secondary sources, including John Baker, *American House Styles* (1994); John Jakle, Robert Bastian, and Douglas Meyer, *Common Houses in America's Small Towns* (1989); Brooks Green, *Airplane Bungalow* (1994); Anthony King, *Buildings and Society: Essays on the Social Development of the Built Environment* (1980); Richard Longstreth, *The Buildings of Main Street: A Guide to Commercial Architecture* (1987); Diane Maddex, *Built in the U.S.A.: American Buildings from Airports to Zoos* (1985); Lee and Virginia McAlester *A Field Guide to American Houses* (1986); John Poppeliers, S. Allen Chambers, and Nancy Schwartz, *What Style Is It?: A Guide to American Architecture* (1983); Marcus Whiffen, *American Architecture Since 1780* (1969); and Marcus Whiffen and Frederick Koeper, *American Architecture, 1607-1976* (1981).

Frame Vernacular

Frame Vernacular accounts for the largest category of architecture recorded in the Elkton and Hastings survey. The term, Frame Vernacular, the prevalent style of residential architecture in Florida, refers to the common wood frame construction technique employed by lay or self-taught builders. The term does not, however, imply inferior or mundane architecture. Buildings characterized as vernacular lend themselves to categorization by building form associated with a particular era, function, or region of the country, rather than classification within a particular



genre of formal architecture. The *Oxford English Dictionary* defines vernacular architecture as “native or peculiar to a particular country or locality...concerned with ordinary domestic and functional buildings rather than the essentially monumental.”

Most often associated with houses, vernacular building forms changed with the Industrial Revolution, which brought about the standardization of construction parts and materials, and exerted a pervasive influence over vernacular house design. Popular magazines helped to disseminate information about architectural trends throughout the country. The railroad provided affordable and efficient transportation for manufactured building materials. The advent of cheap machine-made nails, along with water-powered sawmills in the early nineteenth century, made balloon framing highly attractive because it did not require highly-skilled carpenters, as did the dovetail joints and mortises and tenons required by post-and-beam construction. Ultimately, individual builders had access to a myriad of finished architectural products from which to create their own designs.

In Elkton and Hastings, like many other areas of Florida, Frame Vernacular dwellings are typically one or two stories in height, with a balloon or platform frame structural system constructed of pine or cypress. They display a variety of footprints and forms including double-pile or single-pile, I-house, irregularly massed, and saddlebag. The double-pile classification defines dwellings two rooms deep, and single-pile smaller houses only one room in depth. Part of double-pile conventions, an I-house plan is based on a central hall and staircase dividing the living spaces. Irregularly massed houses typically display either a composite, cross plan, L-plan, T-plan, or upright-and-wing form. Most of the Frame Vernacular buildings recorded during the Elkton and Hastings survey generally fit into one of these related categories.

Most plans of Frame Vernacular dwellings maximize cross-ventilation. Early versions of the style have gable roofs steeply-pitched to accommodate an attic. Horizontal clapboards, drop siding, or weatherboard, or wood shingles are common exterior wall fabrics. Those exterior wall products are often found in combination, especially on large well-executed examples. Often employed as original roof surfacing materials, crimped metal panels, or wood or decorative pressed metal shingles, have nearly always been replaced by composition shingles. The façade is often placed on the gable end, making the height of the façade greater than its width. Porches are also a common feature and include one and two-story end porches and sometimes verandas. Fenestration in the form of windows is often regular, but not always symmetrical. Windows are generally double-hung sash with multi-pane glazing. Decoration, generally limited to ornamental woodwork, can include a variety of patterned shingles, turned porch columns, balustrades, and spindles, knee braces and purlins mounted under the eaves, and exposed rafter ends.

Dating between the 1860s and 1910s, Frame Vernacular designs sprinkle the Elkton and Hastings landscape and exhibit various forms and sizes. Many contribute ambiance and a historic sense of place, even though some have been slightly altered or are in a fair or even deteriorated condition. One of the few surviving 1860s buildings in unincorporated St. Johns County is the Rogero-Triay House (Figure 4-1) located at 2615 County Road 13A (SJ4751) near Moccasin Creek and Elkton. Built about 1860, or possibly even earlier based upon oral traditions, and moved to its present location about 1868, the Frame Vernacular dwelling has some of the





Frame Vernacular, Rogero-Triay House (SJ4751), 2615 County Rd 13A



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St. Johns County, Florida

Figure 4-1

Figure: 4-1

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Date: May 2009

characteristics associated with the hall-and-parlor house or the I-house. Rising two stories with a side-facing gable roof, the house has a symmetrical façade with a two-tiered front porch with chamfered wood posts and balcony beams, a central entrance flanked by double-hung sash windows, and an interior that appears to be one room deep and two rooms wide. On the south elevation, a double-hung sash window is centered beneath the roof ridge on each story. But, unlike the typical hall-and-parlor or I-house, the dwelling has the irregular features of an offset dogleg staircase that winds up the northeast corner of the front porch, a pair of entrances on the second story façade, a one-story shed extension at the north elevation, and a one-story shed extension projecting from the rear, or west, elevation. A corbelled brick chimney rises at the interior end wall unlike the exterior end wall chimneys on typical southern homes and I-houses. Another unusual feature of the dwelling is its post-and-beam construction with mortise-and-tenon joints secured by wooden pegs typical of pre-Industrial Revolution buildings rather than the wood balloon frame plate-and-stud system used on many I-houses. Weatherboards serve as the exterior wall fabric. Although most of the windows have been removed from the house, surviving examples indicate the original fenestration consisted of six-over-six-light double-hung sash windows. The house rests on a system of brick piers.

Another good example of Frame Vernacular architecture (Figure 4-2) is the dwelling at 8370 Hastings Boulevard (SJ2585) in Hastings. Constructed about 1898, the L-shaped house is derivative of the upright-and-wing or temple-and-wing models of antebellum New England and the Great Lakes region. Also known as a Yankee House plan, the L-shaped house was popular during the mid- to late-nineteenth century. A native of Ohio, but with family roots in Massachusetts, C. G. White developed the house in the White Subdivision that he opened in 1898. The dwelling displays an L-shape with a cross-gable roof, shed porch that wraps around the north elevation, and a corbeled brick chimney. The porch roof is supported by tapered wood columns resting on rusticated block piers. Porch entrances open into both the upright and wing sections of the house. Vinyl siding covers the original wood siding exterior wall fabric and fenestration is regular but asymmetrical with two-over-two-light double-hung sash windows. A system of rusticated block piers supports the dwelling.

A good example of gable-front double-pile Frame Vernacular architecture is located at 8410 Smith Road (SJ2870) in Hastings. With the front door oriented to the road, the gable-front house lacks the symmetry of the central hall cottage or house. Side hall floor plans are common in nineteenth century examples of the gable front plan. The two-and-one-half story dwelling has a steeply-pitched front-facing gable roof, corbelled brick chimney, and contrasting clapboard and fish-scale wood shingles. The exterior wall fabrics are finished with corner boards and a simple molded frieze at the second story. Carved brackets and clipped rafter ends adorn the open gable and eaves, respectively. Fenestration is regular and symmetrical with two-over-two-light double-hung sash windows. A veranda originally extended across the front, or west, and south elevations, but has deteriorated, leaving only part of the hip roof framing. A system of brick piers supports the dwelling.

The Middleton House (SJ2921) at 5935 Middleton Road (Figure 4-3) in Elkton is another good example of gable-front double-pile Frame Vernacular architecture. The two-story dwelling has a steeply-pitched gable roof, a pair of corbelled brick chimneys, carved rafter ends, and decorative





Frame Vernacular White-Hickok-Minton House (SJ2585), 8370 Hastings Blvd



Frame Vernacular, Middleton House (SJ2921), 5935 Middleton Rd



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Elkton Hastings Historic Farmstead Survey
St. Johns County, Florida

Figure 4-3

Figure: 4-3

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Scale: Not to Scale

Date: May 2009

fascia boards on the gable ends. A tiered porch has a hip roof, carved brackets, wood posts, and handrails. The tiered porch expands into a veranda that extends along the south elevation. Part of the veranda has been enclosed. Square cut wood shingles cover the second-story walls and the original horizontal wood siding has been covered the aluminum siding. A two-story addition projects from the rear, or west elevation and modern additions extend from the north and south elevations.

Another large example of Frame Vernacular architecture with Shingle style overtones is located at 7467 Hub Bailey Road (SJ4152) in Hastings. The two-and-one-half-story wood frame house displays a side-facing steeply pitched gable roof pierced by a pair of interior corbelled brick chimneys. An offset polygonal bay rises up the front, or north, façade and extends through the eaves of form a polygonal gable wall dormer. The expansive roof plane, wall dormer, and interior chimneys hint at the dwelling's latent Shingle style characteristics. The Shingle style, adapted from the Queen Anne design, found its highest expression and widest popularity in the seaside resorts of the northeastern United States between the 1880s and 1900. The first examples were designed by prominent architects of the late nineteenth century, including H. H. Richardson and the firm of McKim, Mead, and White. The Low House, designed by the latter firm in 1887, was a landmark example in Bristol, Rhode Island. Although a fashionable style, it never gained the popularity of its contemporary the Queen Anne. Shingle designs drew heavily upon Colonial Revival, Queen Anne, and Romanesque precedents. Gambrel roofs, classical columns, and Palladian windows originated from the Colonial Revival style. Hip roofs, wide porches, wood shingle surfaces, and asymmetrical forms were derived from Queen Anne models. Romanesque characteristics applied to Shingle style buildings included an emphasis on irregular sculpted shapes, eyebrow dormers, Romanesque arches, and cast block applications. Because the style lost its popularity before the turn of the century, prior to Florida's most intensive period of historical development, relatively few Shingle style residences were constructed in Florida. The Casements, a hotel built in Ormond Beach, is among Florida's largest Shingle style buildings. Several of Florida's older coastal and inland communities retain examples of this style, including Atlantic Beach, Bartow, Crescent City, DeLand, Fernandina Beach, Lake Helen, and Orlando retain dwellings associated with the style. Most examples that have survived generally were built for wealthy seasonal residents from the Northeast.

Identifying features of the Shingle style include large steeply-pitched roof planes surfaced in wood shingles and often broken by dormers or cross-gable and cross-hip roof extensions that enhance the irregularity of the form. Devoid of picturesque panels and corbels, interior brick chimneys pierce the roof. Although complex in shape, Shingle designs are typically enclosed within a smooth surface of wood shingles, or contrasting horizontal wood siding or brick enhanced by wood shingles. Corner boards are absent and sometimes wall corners are rounded or smooth to emphasize horizontality. Polygonal bays and towers often appear as partial bulges, dormers, or as half-towers. Expansive verandas and porches are clad in wood shingles and decorative detailing is sparse. Fenestration, typically irregular, includes window treatments of double-hung sashes with multi-light applications, Palladian forms in gable ends, and recessed windows accented by curved walls. The house on Hub Bailey Road in Hastings has been altered by the addition of composite asbestos-concrete panels, replacement sash windows, and a modern porch. The removal or covering of those details obscures the architectural original roots of the



house, which is now a large example of Frame Vernacular architecture.

A relatively small example of Frame Vernacular architecture is located at 8330 Hastings Boulevard. Built about 1899, the house has a side-facing steeply-pitched gable roof, corbelled and hooded brick chimneys, and drop siding exterior wall fabric. A shed roof porch projects at the front, or west, elevation and a smaller porch protrudes at the north elevation. Fenestration consists of six-over-six-light double-hung sash windows. Brick piers support the dwelling.

Perhaps the most unusual example of Frame Vernacular architecture in the region stands at 5925 Leonard Road (SJ2582) in Hastings. Built as a citrus packing house (Figure 4-4) for the Wetumpka Fruit Company of Hastings, the one-and-one-half-story wood-frame building has a steeply-pitched side-facing gable roof surfaced with metal crimped panels. A corbelled brick chimney pierces the east roof ridge. Parallel gables project from the rear, or south, elevation of the building, and a hip-roof secondary structure punctuated with loading doors and four-over-four-light double-hung sash windows extend around the east, north, and west elevations. The exterior wall fabric consists of horizontal wood drop siding. The building is support by a brick pier foundation system.

Another unusual example of Frame Vernacular architecture is located at 25 Register Burrell Road (SJ2593) in Hastings. Built as a church about 1903 and serving as a residence since the 1920s, the building has a front-facing gable roof with cross gable extensions and corbelled brick chimneys. Partially enclosed along the east elevation, a veranda wraps around the front, or north, façade and the east and west elevations. Porch details include spandrels, tapered wood columns, and rusticated block piers. A square bay with a hip roof projects from the east elevation. Exterior wall fabrics include false-bevel and horizontal drop siding. Fenestration is irregular and asymmetrical with three-over-one-light and two-over-two-light double-hung sash windows and one-light casement windows.

Classified as an outbuilding, a good example of an early twentieth century barn is located at 8650A Hastings Boulevard (SJ5434) in Hastings. Part of the Leonard Farm, the barn (Figure 4-5) displays a rectangular plan and a front-facing gable cat-slide roof with exposed rafter ends and corrugated metal panel surfacing. Fenestration consists of six-over-six-light double-hung sash windows and four vehicle doors open on the front, or west, façade. Three-bays open along the south elevation. Composite asbestos-panels cover the original horizontal wood siding. The barn rests on a poured concrete slab.





Frame Vernacular, Wetumpka Fruit Co. Citrus Packing House (SJ2582), 5925 Leonard Rd



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St. Johns County, Florida

Figure 4-4

Figure: 4-4

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Scale: Not to Scale

Date: May 2009



Frame Vernacular, Leonard Farm Barn (SJ5434), 8650A Hastings Blvd



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Elkton Hastings Historic Farmstead Survey
St. Johns County, Florida

Figure 4-5

Figure: 4-5

Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009

Bungalow

Two examples of the Bungalow style were recorded during the survey. The Bungalow was a popular residential building design in Florida during the first three decades of the twentieth century. The name was derived from the Bengalese language by the British during the eighteenth and nineteenth centuries. The name and general characteristics of the style derives its origins from the Far East, including India and the Orient, which had a profound influence on the style. Japanese construction techniques exhibited at the California Mid-Winter Exposition of 1894 emphasized the interplay of angles and planes and extensive display of structural members that became integral components of the style.

The earliest American dwellings consciously labeled as Bungalow appeared in California and New England in the 1890s. They generally were large residences designed by architects, and those buildings were often referred to as Craftsman designs. By 1910, publications like *Bungalow Magazine* and *The Craftsman* flooded the building market with plans for relatively inexpensive models. Articles appeared in these magazines about economical use of space, interior features and decoration, and landscaping. About 1911, modest versions of the style were adapted for ready-to-assemble house kits, which were offered by mail order companies, such as Alladin Homes and Sears, Roebuck and Company. This scaled down version of the Bungalow became pervasive throughout Florida during the early twentieth century.

Some architectural historians and cultural geographers have categorized or classified the Bungalow style into sub-types. They include the Adirondack style, Airplane Bungalow, Camelback Bungalow, Community Bungalow of Southern California, Chicago Bungalow, New England Seacoast Bungalow, Patio Bungalow, Portable Bungalow, Retreat or Summer Bungalow, Swiss chalet, and even the house that is not a Bungalow, but is built along Bungalow lines. Despite its broad sub-types, the most prominent characteristic of the Bungalow is its lack of height. With rare exceptions the Bungalow is a one or one-and-one-half-story dwelling with a shallow-pitch roof. On larger examples, airplanes, camelbacks, or monitors were employed as a second story to create more space, a sleeping porch, and to provide additional interior lighting. The typical Bungalow has at least two rooms across the main façade, generally of different sizes to accommodate an offset door on the exterior and again emphasizing horizontality at the expense of height. The porch, an integral part of a Bungalow, generally complements the main block. Often the massive masonry piers on which the porch roof rested were continued above the sill line and anchored the porch balustrade. The piers were surmounted by short wood columns upon which the porch roofing members rested.

The vast majority of Bungalows were of wood frame construction. This was due to the availability of wood and the desire for inexpensive housing. The choice of exterior sheathing materials varied. In New England and the mid-Atlantic areas, brick, horizontal wood siding, and wood shingles were used frequently, while in the South wood shingles, weatherboard, drop siding, and stucco were popular. Fenestration was consciously asymmetrical, with the exception of two small windows flanking the chimney. Double-hung sash windows were frequently hung in groups of two or three, with the upper sash commonly divided into several vertical panes. The main entrance, invariably off-center in the façade, opened directly into the living room, which



itself was a new feature. The formal parlor of the nineteenth century largely disappeared with the twentieth century introduction of a less formal lifestyle. A consistent feature of the living room was the fireplace, usually of brick or cobble with a rustic mantel shelf and flanking bookcases. Associated with the fireplace were the inglenook (with beamed ceilings), built-in furnishings, and wainscoting decorating the interiors.

An example of a Bungalow (Figure 4-6) is located at 5775 Scoville Road (SJ2867) in Elkton. Contributing to the county's diverse vernacular architectural genre, the dwelling bears a strong resemblance to Sears, Roebuck & Company's Avondale Model Number 151, offered by the company between 1911 and 1921. The Avondale Sears home cost between \$1,198 and \$2,657, depending on construction materials and other options desired by an owner. Although a number of companies sold house kits as early as the 1890s, ready-to-assemble homes gained popularity after 1910. Led by Julius Rosenwald of Chicago, Sears became a leader in ready-to-assemble home market. Between 1908 and 1925, Sears produced more than 30,000 homes, which were built throughout many areas of the United States. By 1940, the number of homes sold by the company reached 75,000. In the 1920s, Rosenwald supported the construction of thousands of African-American schools in the American South, many of which used standardized plans, a prominent feature of the Sears home. Over a period of three decades, Aladdin Homes, Hodgson Company, Montgomery Ward, and Sears, Roebuck & Company produced thousands of house kits, which ranged in price from \$500 to \$5,000 and displayed a variety of styles, including Bungalow, Colonial Revival, Classical Revival, Mission, Queen Anne, and Tudor Revival.

Built about 1912, the one-story-and-basement Sears Bungalow at 5775 Scoville Road in Elkton displays a steeply-pitched hip roof surfaced with pressed metal shingles. Brick chimneys finished with stucco extend high above the roof and a front porch is accented with tripartite classical columns and stucco stem walls. A hip roof extension protects a rear porch and oriel project at the front, or east, façade and on the south elevation. Fenestration is irregular and asymmetrical with one-over-one-light and two-over-two-light double-hung sash windows and hopper windows. Clapboards serve as the exterior wall fabric, contrasting with a shell-stucco applied to an exposed continuous brick foundation that supports the dwellings and forms the basement.

Another interesting example of the Bungalow style is located at 8655 White Tower Road (SJ4164) in Hastings. The one-and-one-half-story house is an example of the Airplane or Camelback Bungalow (Figure 4-7). The style and its names have their genesis in the second decade of the twentieth century. The names are derived from the second-story monitor or raised section of the house which has been likened to either the cockpit of an airplane or the hump of a camel. The Bungalow variant has roots in Japanese culture. One source has attributed Frank Lloyd Wright with the analogy of linking Japanese architecture with Americans' interest in flying as combining the simple American Bungalow with the Hóó-Dó or Phoenix Hall in Uji, Japan. The second-story monitor often contained a sleeping porch, loft, additional bedroom, or even served as an attic. Some observers asserted that the Airplane Bungalow was a one-story bungalow with a sleeping porch perched on the roof. The variant generally has a front-facing gable roof with a second story rising from the central block of the house. Other models have a cross-gable or cross-hip section that rises at the rear of the house. Regardless of the location, most models have monitors containing ribbon arrangements of windows to provide ventilation and to increase natural interior





Bungalow Style, Scoville House (SJ2867), 5775 Scoville Rd



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St. Johns County, Florida

Figure 4-6

Figure: 4-6

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Airplane Bungalow Style, Flake House (SJ4164), 8655 White Tower Rd



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St. Johns County, Florida

Figure 4-7

Figure: 4-7

Project No.: BAIJ08010498.01

Scale: Not to Scale

Date: May 2009

light. Some models have flared eaves and decorative rafter ends providing a strong Japanese flair while others have English Art-and-Crafts influences. The Airplane Bungalow in Hastings has a cross-gable primary roof, front-facing gable airplane monitor that projects from the center of the cross-gable, and a gable roof front porch, giving the house a gable-over-gable effect. A corbelled brick chimney rises along the north elevation and triangular brackets adorn the eaves. Fenestration consists of six-over-one-light double-hung sash windows. The entrance porch with brick columns has been enclosed with metal sash windows and modern siding. The original exterior wall fabric is covered with aluminum siding.

American Foursquare

One model of the American Foursquare style was recorded in Hastings during the survey. The American Foursquare, also known as the Prairie Box, is known by a variety of terms including box house, cube, double cube, and square type American house. It first appeared on the housing scene around 1890 and remained popular into the 1930s. A post-Victorian style, the American Foursquare shared many features with the Prairie architecture pioneered and perfected by Frank Lloyd Wright.

The Foursquare is typically a two-story or two-and-a-half-story house with a hip roof, dormer, and symmetrical fenestration provided by double-hung sash windows and the front entrance. On the front façade, many Foursquares are symmetrical with a center front door and equal groupings of windows on either side, upstairs and downstairs. Others have an offset front door but with second floor symmetrical windows. Front porches span the full width of the house, with two, three or four simple columns supporting the porch roof. Perhaps most notably the foursquare is a nearly square plan with square shaped interior rooms. The first floor typically has four rooms, including an entry foyer or reception hall, living room, dining room and kitchen. Upstairs, three bedrooms and a bath occupy four nearly equal spaces.

Exterior sidings may be brick, plain or sculpted blocks, or stucco, but are usually frame with clapboards or shingles. Frame Foursquares may have different sidings on the upper and lower walls. Clapboard is a favored siding material for the first story with shingles on the upper story, and a belt course delineating the different materials. Dining rooms often feature a bay window to break up the straight lines of the house. Because of the straightforward lines and simplicity of design, the American Foursquare was especially popular as a kit home. Sears, Roebuck & Company offered fifteen different styles of the Foursquare, while the Gordon Van Tine Company of Iowa had more than twenty styles of Foursquares. In addition, the Aladdin, Lewis-Liberty, Harris Brothers, Sterling Homes and Bennett companies in the Midwest each offered a wide variety of Foursquares ready-to-assemble house kits in their catalogs.

Creative builders often dressed up the basic foursquare form. Although Foursquare houses are always the same square shape, they can have bay windows, small towers, or gingerbread trim borrowed from the Queen Anne style; stucco siding and roof parapets popular in the Mission Revival style; pediments or porticos common on Colonial Revival homes; and exposed roof rafters, beamed ceilings, built-in cabinetry, and carefully crafted woodwork often used on Bungalows.



The dwelling at 8595 Barrel Factory Road (SJ4252) in Hastings (Figure 4-8) is a deteriorated example of the American Foursquare style. The two-story wood-frame dwelling has a symmetrical façade, hip roof surfaced with crimped metal panels, a corbelled brick chimney, and boxed eaves with a simple frieze. Fenestration is regular and symmetrical with two-over-two-light double-hung sash windows. A porch extends across the front (north) façade and a collapsed porte cochere is located on the south elevation. Composite asbestos-concrete panels cover the original wood exterior wall fabric.

Queen Anne

One restrained example of the Queen Anne style was recorded during the Elkton and Hastings survey. It is located at 5730 St. Ambrose Church Road (SJ2866) in Elkton. One of the late Victorian picturesque styles, the Queen Anne style was a popular residential design favored by the affluent beginning in the 1880s and remaining popular in America through the first decade of the twentieth century. The name, Queen Anne, is misleading, for the style draws heavily upon earlier Jacobean and Elizabethan precedents rather than the more restrained Renaissance architecture associated with the reign of Queen Anne (1702-1714). Richard Norman Shaw, an English architect, is credited for developing the style for grand manor houses during the mid-nineteenth century. One of the first American examples of the style is the Sherman House in Newport, Rhode Island, designed by H. H. Richardson and completed in 1874. The *American Architect and Building News*, one of America's premier architecture magazines, featured early models, which helped to disseminate the style across the country. Commonly employed on summer resort "cottages" in New England's coastal towns, the style was also employed across America for large residences of bankers and physicians. After 1910, asymmetrical Colonial Revival residences, along with other competing designs, eclipsed the style.

Identifying features of the Queen Anne style include an irregularity of scale and massing with a vertical emphasis through the use of steeply pitched hip roof lines with gable extensions, towers, bays, and oriels that disrupt exterior wall surfaces. Wall texture variation is a hallmark of the style with exterior wall fabrics ranging from brick, rough-face cast block, or stone veneers that often contrast with various wood shingles and horizontal wood sidings. Decorative truss work and patterned shingles adorn gables ends, which are often accented by pent roofs. Verandas are embellished with spindle work and decorative brackets that extend between turned porch roof supports. Canted bay extensions and polygonal or conical towers protrude from corner wall surfaces. Various exterior fabrics are employed, often differing from one story to the next. Double-hung sash windows are often detailed with multi-light patterns and massive corbelled chimneys with decorative brick work extending far above the roof.

The house with Queen Anne influences in Elkton (Figure 4-9) displays a cross-gable roof with pent roofs, brick chimneys, and a full-height polygonal bay. Much of the original detailing of the house has been compromised by composite asbestos-concrete panels that cover the wood exterior wall finishes and the alteration of the original fenestration with replacement metal sash windows. In addition, the original porch details have been lost with the enclosure of that sub-structure. The alterations leave the house with only the bare outlines of its Queen Anne heritage.





American Foursquare Style (SJ4252), 8595 Barrel Factory Rd



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St. Johns County, Florida

Figure 4-8

Figure: 4-8

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Queen Anne Style (SJ2866), 5730 St. Ambrose Church Rd

4.5 *Summary*

The pre-1920 buildings in the Elkton and Hastings Survey are largely of Frame Vernacular design and construction. These vernacular forms represent an important part of the region's architectural heritage. Many are large wood-frame dwellings, but there are also several relatively small examples of the form. In addition to vernacular houses are examples of a barn and citrus packing house. Beyond vernacular architecture are examples of the American Foursquare, Bungalow, and Queen Anne styles, but some have been altered to the extent that they display little of their historic physical integrity. Despite the stylistic variations, the vernacular resources of Elkton and Hastings form the backbone of the region's historic building fabric. Important architectural and cultural links to the heritage of southwest St. Johns County, the buildings are well worth preserving, for they are one of few visual resources linking old and new as the Elkton and Hastings region enters the twenty-first century. The remaining historic buildings of the region contribute to St. Johns County's sense of time, place, and historical development through their location, design, materials, workmanship, feeling, and association. Options available for the preservation of Elkton and Hasting's historic architecture can be found in the Recommendations section of this report.





CHAPTER 5 – ELKTON HASTINGS HISTORIC FARMSTEAD SURVEY

V. RECOMMENDATIONS

Historic preservation, the process of protecting and maintaining buildings, sites, structures, and objects of significance, can be separated into three phases: (1) identification; (2) evaluation; and (3) protection. This re-survey and assessment of the Elkton and Hastings region constitutes an important continuum in the documentation and preservation of the historic-period buildings in St. Johns County. The documents produced by the survey include Florida Master Site File (FMSF) forms and this report, which are designed to provide information which property owners, residents, and municipal staff and officials should consult to make informed judgments about resources that have value and the means by which they can protect those resources.

5.1 *Summary of Recommendations*

This section contains a summary of measures that residents and municipal officials can adopt and employ in their preservation programs. It includes our opinion regarding the significance of particular resources, the efficacy of measures that may be taken to protect or to preserve them, and suggestions for programs that will call attention to southwest St. Johns County's heritage.

1. The report and the FMSF forms will be held in perpetuity at the Florida Master site File (FMSF) in Tallahassee, Florida. Also, copies of these documents generated from the survey should be maintained at the Planning Department of St. Johns County and the St. Augustine Historical Society Archives and Library.

2. Residents, elected officials, and staff of the county government should utilize the information contained within these documents to add to their awareness of Elkton and Hastings's historic building fabric and act to protect those historic resources of significance. Public meetings should be held about the survey to help make residents aware of changes in the historic fabric of the neighborhood, the effects of the preservation process, and the aesthetic benefits and tax incentives afforded property owners of historic buildings. The public meetings should also include discussions about the county's historic preservation ordinance, the most effective device to protect historic resources.

3. Community awareness of local historic architecture and historic places can be handled through a continuing education program that includes public meetings, articles in local newspapers, and the publication of guidebooks and pamphlets. Over the two decades, numerous publications have appeared on St. Augustine and St. Johns County, but most of those showcase the architecture of St. Augustine and provide relatively little information on the farming traditions and heritage of southwest St. Johns County. For instance, a 2009 publication with 96 pages on St. Augustine and St. Johns County devotes one page each to the Elkton/Moccasin Branch and Hastings region. The County, City of Hastings, St. Johns County Visitor Convention Bureau, and St. Augustine Historical Society should consider publishing a pamphlet or guidebook of southwest St. Johns County. A 2006 DVD on Hastings and southwest St. Johns County by long-time resident Greg Leonard, along with this report, could serve as the basis for the publication. The publication should



include a brief history, photographs of significant buildings that still stand and lost landmarks, maps, biographical sketches of people who contributed to the development of the region, and other themes that could also be briefly, but appropriately addressed in a well-designed and written pamphlet or guidebook.

In addition to local sales and distribution, this type of publication should find a ready market share in Florida's heritage tourism industry, an important growth market in the state. Heritage tourism has only begun to tap Florida's picturesque and historic buildings, districts, and landscapes, which should be emphasized by historical societies and municipal governments. We encourage the City of Hastings, the residents of Elkton and Hastings, and the St. Johns County Visitor Convention Bureau to continue its marker program. Most markers in St. Johns County mark sites in St. Augustine. Other areas with markers include Anastasia Island, Guana and North Rivers, Little Florence Cove, Matanzas Inlet, Moultrie Creek Bridge, Palm Valley Road, Picolata, Ponte Vedra, St. Ambrose Parish at Moccasin Branch, Sanksville, Summer Haven, Treaty Park on Wildwood Drive, Vilano Beach, and West Augustine. But, a search of the Florida Department of State's Florida Heritage website in March 2009 (<http://www.flheritage.com/preservation/markers/>) indicates that none mark sites in Elkton or Hastings. We encourage the County to combine its efforts with the City of Hastings and the St. Johns County Visitors Convention Bureau and install markers in Elkton and Hastings in conjunction with the Bureau of Historic Preservation, which offers grant assistance for these projects. Appropriate sites for additional markers to identify significant historical buildings and events at specific sites include the site of the Elkton Florida East Coast Railway depot, the original Hastings Homestead and Farm, Leonard House in Hastings, Merrifield Farm, Hastings Rosenwald School, Rogero-Triay House, Wetumpka Fruit Company Citrus Packing House, and the C. G. White House. For each proposed site, additional research should be conducted to confirm the most accurate and appropriate location and language to appear on the marker.

4. St. Johns County Historic Resources Review Board members and municipal officials and staff should review the properties suggested for listing in the *National Register of Historic Places (NRHP)* outlined in a subsequent section of the recommendations. *NRHP* listing of significant buildings and the proposed historic district will help strengthen the perception of the architectural and historical significance of Elkton and Hastings and promote tax abatement rehabilitation projects and tax credits for historic buildings for owners of income-producing historic properties.

5. In 1999, the County of St. Johns adopted a Historic Preservation Ordinance, which created a Historic Resources Review Board. Supported by staff (currently Robin Moore, RPA), the Board oversees the undertaking of architectural and archaeological surveys. The Ordinance includes an archaeological ordinance (Section 3.01.05.B.1 of the St. Johns County zoning regulations, Article III, Special Districts, Sections 3.01.00-3.01.08 as established by St. Johns County Ordinance Book 23, Pages 72-81). Significant subsurface, archaeological remains almost certainly occur within the Elkton and Hastings region, and these resources could be impacted by future infrastructure improvements.



1. *Identifying, Documenting, and Evaluating Historic Resources*

An ordinance of local government may define a historic property or historic resource using slightly less rigorous criteria than those used for listing properties in the *NRHP*.

The identification of historic resources begins with their documentation through a professional survey conducted under uniform criteria established by federal and state historic preservation offices. Survey is a gathering of detailed information on the buildings, sites, structures, objects, and artifacts that have potential historical significance. The information should provide the basis for making judgments about the relative value of the resources. Not all resources identified or documented in the survey process may ultimately be judged “historic,” protected by a historic preservation ordinance, listed in the *NRHP*, or even preserved. Still, all such resources should be subjected to a process of evaluation that results in a determination of those which should be characterized as historic under either federal or local criteria.

The Florida Master Site File (FMSF) is the state’s clearinghouse for information on archaeological sites, historic standing structures, and reports on field surveys. A system of paper and computer files, the FMSF is administered by the Bureau of Historic Preservation, Division of Historical Resources, and Florida Department of State. The form on which a site or building is recorded is the FMSF form. Recording a site or building on that form does not mean that it is historically significant, but simply that it meets a particular standard for recording. A building, for example, should be fifty years old or more before it is recorded and entered into the FMSF. Relatively few buildings or sites included in the FMSF are listed in the *NRHP*, the accepted criterion for a “historic resource.”

The *NRHP* is the official federal list of culturally significant properties in the United States. The *NRHP* is maintained by the United States Department of the Interior, National Park Service (NPS). The buildings, sites, structures, objects, and districts listed in it are selected under criteria established by the NPS. Listing is essentially honorary and does not imply federal protection or control over private properties listed unless federal funds or activities are allocated toward them. Under current law, commercial and other income-producing properties either individually listed in the *NRHP* or contributing to a *NRHP* historic district are eligible for federal tax credits and other benefits if they are certified as contributing to the characteristics of the district. Buildings individually listed in the *NRHP* are automatically considered certified historic structures and, if income-producing, also qualify for federal tax credits and other benefits. Formats for nominating properties to the *NRHP* include the individual nomination; the historic district, which designates a historic area within defined and contiguous boundaries; and the Multiple Property Submission (MPS), which permits scattered resources within a defined geographic region that have common links to history, pre-history, or architecture to be included under one cover nomination.

2. *The Importance of Historic Preservation to the Elkton and Hastings Region*

A historic properties survey and periodic survey updates constitute indispensable steps in a



preservation program. The survey provides the historical and architectural data base upon which rational decisions about preservation can be made. Further progress in preserving culturally significant resources in Elkton and Hastings region will depend on the decisions of local officials and residents. To assist them in deciding what steps they can take, the consultants present the following recommendations, which are based on their assessment of Elkton and Hastings region and its resources, and their familiarity with the current status of historic preservation in Florida and the nation.

Since its earliest manifestations in the mid-nineteenth century, historic preservation has experienced an evolutionary change in definition. In its narrow and traditional sense, the term was applied to the process of saving buildings and sites where great events occurred or buildings whose architectural characteristics were obviously significant. In recent decades, historic preservation has become integrated into community redevelopment programs. The recommendations below are framed in the sense of the latter objective.

Arguments on behalf of a program of historic preservation can be placed in two broad categories: (1) aesthetic or social; and (2) economic. The aesthetic argument has generally been associated with the early period of the historic preservation movement that is, preserving sites of exceptional merit. Early legislation protecting historic resources included the Antiquities Act of 1906 (Public Law 59-209), which authorized the president to designate historic and natural resources of national significance located on federally owned or controlled lands as national monuments; and the Historic Sites Act of 1935 (Public Law 74-292), which established as national policy the preservation for public use of historic resources by giving the United States Secretary of the Interior the power to make historic surveys to document, evaluate, acquire, and preserve archaeological and historic sites across the country.

In 1966, the Congress created the National Historic Preservation Act, in part, to extend this early legislation and definitions to include sites or districts of local as well as national distinction for the purpose of maintaining a federal listing of historic properties by the Keeper of the *NRHP*. In 1971, President Nixon by Executive Order 11593 directed federal agencies to adopt measures for identifying and nominating properties under their control to the National Register. The order also created a program for the review of federal programs to insure that those agencies would not adversely affect National Register properties and provided for the mitigation of resources that would be adversely affected. Various other acts and amendments in 1966, 1974, and 1980 strengthened the protection of historic and archaeological resources. Tax credits became available with revisions to the U. S. Tax Code in 1976, 1978, 1980, 1981, and 1986, which provided incentives for the rehabilitation of historic buildings for income-producing purposes. In this process, there was, concomitantly, a growing appreciation of the importance of districts that expressed architectural or historic value. Although no single building in a district may be significant, together those buildings create a harmonious scene. It is often necessary to preserve the individual elements to maintain the harmony of all.

One reason to preserve historic buildings is to convey a sense of place. Older buildings lend distinction to a city, setting it apart from newer neighborhoods and commercial centers. The ritual destruction of older buildings that has normally accompanied twentieth century urban renewal



programs often resulted in the loss of a city's identity. In a modern era of franchised architecture, many areas of Florida have become indistinguishable one from another. The loss of familiar surroundings disrupts the sense of continuity in community life and contributes to feelings of personal and social disorder. The historic buildings associated with Elkton and Hastings developed a distinctive and familiar character over a long period of time and that is sufficient reason for their preservation.

A second argument used on behalf of historic preservation is economic. Ours is a profit-oriented society and the conservation of older buildings is often financially feasible and economically advantageous. Current federal tax law contains specific features that relate to the rehabilitation of eligible commercial and income-producing buildings located in a local certified historic district, or a historic district or individual building listed in the *NRHP*.

Beyond pure aesthetic and commercial value, there are additional benefits to reusing older buildings. First, historic buildings frequently contain materials that cannot be obtained in the present market. The materials and craftsmanship that went into their construction generally cannot be duplicated. Historic buildings typically have thicker walls, windows that open, higher ceilings and other amenities not always found in modern buildings. Some older buildings are natural energy savers, having been designed in the pre-air conditioning era. From an economic standpoint, the rehabilitation of older buildings is a labor-intensive activity that contributes to a community's employment base. Preservation tends to spur construction activity, for once a few owners rehabilitate their dwellings or commercial buildings, others often follow suit.

Historic buildings and districts attract tourists. Studies by the National Trust for Historic Preservation and *Southern Living* confirm that historic buildings rank very high in tourist appeal among Americans. Tours of historic homes sponsored by historical societies and social organizations often draw hundreds of patrons. They often generate thousands of dollars in revenue, which are often used to educate the public about the history of a city and the benefits of preservation. In northeast and central Florida, annual art festivals, including those in Fernandina Beach, Daytona Beach, Jacksonville, and St. Augustine, help ensure visitation to the region.

Previous heritage tourism studies in Florida have examined the direct economic impact of historic preservation, and concluded that for every \$1.00 awarded in Florida's historic preservation grants, \$2.00 return to the state in direct revenues. On a state level, the total annual revenues from private investment, brick and mortar, and heritage tourism yield over \$4,000,000,000 (http://dhr.dos.state.fl.us/print/FloridasCommitment_print.html). According to the American Automobile Association (AAA), vacationers who travel by car come to the Southeast more than any other region in the nation. These visitors become highly significant to the local economy of St. Johns County and St. Augustine when one considers the amount of money they pump into local businesses for gasoline, food, and lodging.



The County of St. Johns should continue to develop and implement its heritage tourism initiatives. Heritage tourism represents a sustainable source of revenue for the County with few negative side effects. Currently heritage tourism is the second most profitable activity that any government can support. The development of heritage tourism is also generally less environmentally damaging than other industries.

Heritage tourism, however, does require the preservation and proper management of cultural resources for a number of reasons. First of all, more sites and outdoor interpretive exhibits should be developed over time, and this cannot occur if the sites are destroyed. These exhibits should be authentic to attract the long-term interest of the public, and new attractions would have to be occasionally added, much as a museum changes its exhibits. New interpretive technologies, which could not be integrated into the facilities at existing sites, would also require the development of new historic sites. Furthermore, as the interests of the public and scholars shift to a new group or time period, this would precipitate the investigation and development of previously overlooked cultural resources. Unfortunately, none of this can occur if most of the significant cultural resources are allowed to be destroyed. Tourists who are interested in history and heritage will simply go somewhere else and take their money with them.

In Florida, where tourism is the state's largest industry and cities must compete vigorously for their share of the market, the preservation of historic resources that give a city distinction cannot be ignored. Historic resources that lend the Elkton and Hastings region its claim to individuality and a unique sense of place ought therefore to have a high civic priority. Millions of tourists pour into central Florida's theme parks and St. Augustine annually, but relatively few seek places outside those areas. Tourists seek out destinations that are often off the beaten track and impart special memories. The Elkton and Hastings region is such a place. Looking for places that possess originality, tourists are often lured to a historic landscape or district, which conveys a sense of place. The continuing destruction throughout Florida of buildings and other historic and cultural resources that give cities in which they are found individuality goes largely ignored. In the process, Florida has begun to acquire a dull sameness.

The effort to preserve the overall historic character of the Elkton and Hastings region will lose ground, or even fail, if elected officials and property owners do not cooperate in taking active measures to forestall and prevent the purposeless or insensitive destruction of historic buildings. Federal and state officials have no authority to undertake a local historic preservation program. Federal authority is strictly limited to federal properties, or to projects requiring federal licenses or the use of federal funds. Under no circumstances can federal or state governments forbid or restrict a private owner from destroying or altering a historic property when federal or state funds are not involved. Since in Florida most zoning and code regulations of private property are vested in municipal governments, specific restrictions or controls designed to preserve significant resources are their responsibility. It also must be noted that historic preservation does **not** seek to block or discourage change. Preservation does seek to reduce the impact of change on existing cultural resources and to direct changes in a way that will enhance the traditional and historic character of an area. For historic preservation efforts to succeed, the efforts must promote economic development that is sympathetic to the existing built environment.



3. *The Elkton and Hastings Region's Preservation Past*

St. Johns County has a long historic preservation past that extends into the nineteenth century. Naturally, most of the attention has fallen on St. Augustine, where national landmarks like the Castillo de San Marcos, the Bridge of Lions, and the Colonial Historic District have received national attention and acclaim. Perhaps because, in part, of St. Augustine's rich and varied heritage, relatively little historic preservation activity has occurred in unincorporated St. Johns County. Still, some recognition of the region's historic places has occurred. A marker has been installed at St. Ambrose Parish in Moccasin Branch and three buildings in the region have been listed in the National Register of Historic Places: Hastings Community Center (NR 2007), Hastings High School (NR 2006), and the Sanchez Homestead (NR 2001).

In 1984, the County of St. Johns commissioned a St. Johns County Survey, in part, through a matching grant from the Florida Department of State and conducted through the Historic St. Augustine Preservation Board. The project recorded various resources in unincorporated St. Johns County, including several in the Elkton and Hastings region.. In a follow a comprehensive historic building survey in 1987, 543 resources were recorded in unincorporated St. Johns County and the Town of Hastings, Florida. Among the recommendations of the report was the continued survey of landmark properties in the County, including several in the unincorporated areas of the county (Adams, Bell, and Weaver 1985:135-142).

Public education efforts by the County of St. Johns following the 1980s surveys included the publication of *Historic Places of St. Augustine and St. Johns County: A Visitor's Guide* (1993). Sponsored by the St. Johns County Board of County Commissioners through its Tourist Development Council, the guidebook recognized some of the County's historic resources. The County is encouraged to ensure the inclusion of historic resources in the Elkton and Hastings region in updated versions of the guidebook.

In 1999, the County of St. Johns adopted a Historic Preservation Ordinance, which created a Historic Resources Review Board (HRRB). Supported by staff, the Board, among its other activities, oversees the undertaking of architectural and archaeological surveys, recommends formal action on Landmark Designations to the Board of County Commissioners of St. Johns County, and reviews Certificates of Appropriateness (COAs). In 2000, the County of St. Johns received a matching grant from the Bureau of Historic Preservation for a comprehensive countywide survey. Completed in 2001, the survey recommended additional investigation for properties potentially eligible for National Register listing and for formation of potential historic districts throughout the County (Johnston 2001:138-147). This report is an outgrowth of the 2001 report. In 2001, the Florida Department of State provided a matching grant to the St. Johns County Visitors and Convention Bureau for a heritage tourism study. In 2004, St. Johns County Board of County Commissioners received a matching grant from the Florida Department of State for a survey of cemeteries in unincorporated St. Johns County. In 2006, the Planning Division of St. Johns County received a matching grant from the Florida Department of State for the Historic Markers Project of St. Johns County, and in 2007 another matching grant from the Florida Department of State for the Florida Historical Marker Initiative of St. Johns County. In 2008, the



County received a matching grant for the West Augustine Historic Properties survey, which was executed by Bland and Associates, Inc.

Part of the historic preservation continuum in the survey and recognition of historic resources in St. Johns County, the current survey examined the pre-1920 historic resources in the Elkton and Hastings region and enumerates those buildings that appear to be eligible for listing in the *National Register of Historic Places* and for local landmark designation. It also provides a reference tool for promoting further historic preservation. The recommendations presented below should neither be construed as definitive, nor as a substitute for a rational plan of community development that is sympathetic to Elkton and Hastings's past. Below are the consultant's specific recommendations for preservation action and public policy development.

4. *National Register of Historic Places*

The *National Register of Historic Places (NRHP)* is an official listing of properties throughout the country that reflect the prehistoric occupation and historic development of our nation, states, and local communities. The *National Register* is maintained by the National Park Service (NPS) under the United States Secretary of the Interior. Affording owners of listed properties with recognition at the national level, the *National Register* is used primarily as a planning tool in making decisions concerning the development of our communities to ensure, as much as possible, the preservation of buildings, sites, structures, and objects that are significant aspects of our cultural and historic heritage.

By definition in Bulletin 16A (36 CFR Part 60), the National Park Service maintains a rolling 50-year minimum standard, or cut off date, for historic building eligibility. Thus, in 2010, buildings constructed or achieving significance in 1960 will become eligible for survey and eligibility determination. This fifty-year standard has remained the National Register's benchmark since 1966. In general, buildings, structures, and sites are eligible for listing at the local, state, and national levels under Criteria A (history), B (significant person), or C (architecture). Areas of significance may include, among other categories, agriculture, architecture, commerce, community planning and development, ethnic heritage, religion, and social history.

Sometimes there are misunderstandings as to what listing in the *National Register* will mean for a property owner. Derived from the Bureau of Historic Preservation's website, the following is an outline of what it will do and what it will not do:

WILL DO

The *NRHP* provides recognition that the property is deemed by the federal and state governments to be significant in our history at the national, state, and/or local levels. Most properties are significant because of their local significance. The *NRHP* identifies the properties that local, state, and federal planners should carefully consider when developing projects. Projects involving federal funding,



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permitting, licensing, or assistance and that may result in damage or loss of the historic values of a property that is listed in the *NRHP* or is eligible for listing are reviewed by the State Historic Preservation Office and the federal Advisory Council on Historic Preservation. A similar review takes place under state law for state or state-assisted undertakings. A typical example of projects that are given such review is road construction or improvement. For more information, call the Compliance Review Section of the Florida Bureau of Historic Preservation at (850) 245-6333 (www.flheritage.com/preservation/registration/nr/results.cfm).

Listing may make a property eligible for a Federal Income Tax Credit. If a *National Register* property that is income producing undergoes a substantial rehabilitation carried out according to the Secretary of the Interior's Standards for Rehabilitation, the owner may apply for a 20% income tax credit. The credit amounts to 20% of the cost of the rehabilitation. Listing may make a property exempt from certain Federal Emergency Management Act (FEMA) requirements and eligible for some American Disabilities Act (ADA) and building safety code adjustments. For more information, contact the Architectural Preservation Services Section of the Florida Historic Preservation at (850) 245-6333.

In 1992, the Florida Legislature passed legislation that allows counties or cities to grant ad valorem tax relief for owners of properties that are listed or eligible for listing in the National Register or in a local district. The legislation is part of a statewide historic preservation ad valorem property tax relief measure available to owners of certified historic properties. When a property is improved its value is increased and the assessment is raised accordingly. The ad valorem tax legislation provides that the increase in assessed value due to the improvement to the property will be exempted up to 100% for up to 10 years from taxation for those portions of the tax bill affected by Local Option county or municipal exemption ordinances. This provision is available for both income and non-income producing properties. Contact your local property appraiser to see if this provision is available. If the County of St. Johns has not taken advantage of this tax relief measure, it is encouraged to initiate the process by contacting the Bureau of Historic Preservation and holding public meetings regarding its advantages.

Listing or being determined eligible for listing in the National Register is not required for receiving Florida Department of State historic preservation grants. The competition for these grants is intense, however, and the official recognition adds weight to the argument that a property is significant and should be awarded a grant. For more information, call the Grants and Education Section of the Bureau of Historic Preservation at (850) 245-6333.

WILL NOT DO

Listing in the National Register or being determined eligible for listing does not automatically preserve a building, and does not keep a property from being modified or even destroyed. Unless an undertaking is state or federally funded, or regulated by local ordinance, private property owners may deal with their property in any way they see fit. Historic Preservation architects are available to provide advice concerning the best ways to approach rehabilitation needs while



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maintaining the historic character of a property. For more information, call the Architectural Preservation Services Section at (850) 245-6333. Private owners are not required to open their listed property to the public for visitation. The federal and state governments will not attach restrictive covenants to a property or seek to acquire it because of its listing in the *NRHP* (www.flheritage.com/preservation/registration/nr/results.cfm).

The County of St. Johns, the City of Hastings, and members of the St. Augustine Historical Society should encourage owners of historic buildings in southwest St. Johns County to list their properties in the *National Register*. This process will be simplified and streamlined if the County uses a Multiple Property Submission (MPS) Cover format. A MPS is organized into three sections: historical contexts, property types, and geographical area. The document facilitates the preparation of later *National Register* Nomination Proposals by eliminating the need for developing historical and architectural contexts. Subsequent *National Register* Nomination Proposals will only require specific information regarding an individual resource and not the associated historic and architectural contexts. The preparation of a MPS represents a crucial step to encourage future *National Register* listings. A MPS that addresses the Farms and Farmhouses of Southwest St. Johns County will facilitate preparation of *National Register* Nomination Proposals in the region.

The criteria for evaluating buildings, districts, objects, sites, and structures for *National Register* listing that may possess significance in United States history, architecture, archaeology, engineering, and/or culture if they possess integrity of location, design, setting, materials, workmanship, feeling, and association are: (A) are associated with events that have made a significant contribution to the broad patterns of our history; and/or (B) are associated with the lives of persons significant in our past; and/or (C) embody the distinctive characteristics of type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; and/or (D) have yielded, or may be likely to yield, information important in prehistory or history.

Listing historic districts in the *National Register* is an important tool for recognizing and preserving historic downtowns and residential neighborhoods. Homesteads, farm systems, and rural historic landscapes generally lend themselves to the formation of historic districts only when a sufficient number of historic buildings and resources on a farm or adjacent farms stand in relatively close proximity to one another. A rural historic landscape is defined as a geographical area that historically has been used by people, or shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads and waterways, and natural features. Buildings and structures are key components of rural vernacular landscapes. Keller, Keller, McClelland, and Melnick (1989; 1999) have published *Guidelines for Evaluating and Documenting Rural Historic Landscapes* in *National Register Bulletin* 30. In addition, the National Park Service through its Cultural Resource Management Guidelines defines four general types of cultural landscapes: historic sites (presidential homes, battlefields, etc.), historic designed landscapes (formal estate gardens, urban plazas), historic vernacular landscapes (farmsteads, ranches, etc.), and ethnographic landscapes (Native American, etc.).



The term historic vernacular landscape appears to be a good fit for the Elkton and Hastings cultural landscape. The historic vernacular landscape addresses the historic-period circulation, structural, vegetation, land use, cultural traditions, and natural systems of a landscape. The National Park Service further defines a historic vernacular landscape as *a landscape that evolved through use by the people whose activities or occupancy shaped it. Through social or cultural attitudes of an individual, a family, or a community, the landscape reflects the physical, biological, and cultural character of everyday lives. Function plays a significant role in vernacular landscapes. This can be a farm complex or a district of historic farmsteads along a river valley.* In the case of the Elkton and Hastings region, however, it does not appear that a historic district can be formed from any of the pre-1920 buildings and associated landscapes recorded during the survey. This finding is the product, in part, of the alteration of several key farm houses, in part, from the destruction of barns and outbuildings, and, in part, from changes in the function of historic vegetation systems. For instance, at the Leonard Farm in Hastings the main house and a nearby secondary residence have been altered to the extent that they display little of their historic physical integrity. Although an associated barn, shed, and nearby citrus packing house contribute to the primary houses and retain much of their historic physical integrity, the loss of original integrity of the main houses appears to preclude that historic vernacular landscape from *National Register* listing. In addition, the destruction of historic vegetation and land use systems, that is, large citrus groves destroyed in 1980s freezes and not replanted, further compromises the historic physical integrity of the vegetation system in Leonard Farm historic vernacular landscape. Another example of the alterations to the historic vernacular landscape and their primary houses within larger landscapes are the main dwellings at 7467 and 7550 Hub Bailey Road, both of which have suffered the removal or alteration of their respective front porches, installation of the replacement exterior wall fabrics, and alterations to the fenestration systems. In addition, the nearby house and outbuildings at 7695 Hub Bailey Road have been destroyed. Because the main house is a key to historic vernacular landscapes, these losses to historic fabric limit the extent of *National Register* listing to a larger cultural landscape.

Although many of the pre-1920 buildings and structures have been altered or destroyed, several individual pre-1920s dwellings appear to possess sufficient age, integrity, and significance for individual *National Register* listing. In contrast to historic districts, specific requirements apply to individual buildings proposed for listing in the *National Register*. Those requirements include property owner consent, the preparation of site and floor plans, and interior photographs of the building. Upon further review and inspection, it may be found that some of the buildings recommended below are not eligible, in part, because of alterations or additions not apparent from the rights-of-way. As part of initiating any *National Register* activity, elected officials and staff and members of the Historic Resources Review Board should consult with property owners, hold public meetings about the process, and suggest that property owners contact staff members at the National Register section of the Bureau of Historic Preservation. Those buildings privately owned and not income producing are not eligible for either grant assistance or tax credits. Home owners are eligible for tax abatement if St. Johns County enacts enabling legislation. Therefore, the most compelling reason for the owners of the buildings in the Elkton and Hastings survey to seek



National Register listing is for the satisfaction of owning a property formally recognized as being historic by the federal government.

Individual buildings that appear to possess potential for listing in the *National Register* in the Elkton and Hastings region include:

(SJ2572) 6720 County Road 13 South. The house appears to be eligible for the National Register under Criterion A in the area of Exploration/Early Settlement and Criterion C in the area of Architecture.

(SJ2582) 5925 Leonard Road. Despite its deteriorated condition, the Wetumpka Fruit Company Citrus Packing House appears to be eligible for the National Register under Criterion A in the area of Agriculture and Exploration/Early Settlement and Criterion C in the area of Architecture.

(SJ2585) 8370 Hastings Boulevard. The house appears to be eligible for the National Register under Criterion A in the area of Exploration/Early Settlement and Criterion C in the area of Architecture.

(SJ2592) 6375 County Road 13 South. The house appears to be eligible for the National Register under Criterion A in the area of Exploration/Early Settlement and Criterion C in the area of Architecture.

(SJ2593) 25 Register Burrell Road. The house appears to be eligible for the National Register under Criterion A in the areas of Exploration/Early Settlement and Religion and Criterion C in the area of Architecture.

(SJ2595) 6285 County Road 13 South. The house appears to be eligible for the National Register under Criterion A in the area of Exploration/Early Settlement and Criterion C in the area of Architecture.

(SJ2596) 6234 County Road 13 South. The house appears to be eligible for the National Register under Criterion A in the area of Exploration/Early Settlement and Criterion C in the area of Architecture.

(SJ2867) 5775 Scoville Road. The Scoville House is a good example of a Sears, Roebuck & Company, ready-to-assemble, dwelling that possesses much of its historic integrity. This resource appears to be eligible for the National Register under Criterion C in the area of Architecture.

(SJ2870) 8410 Smith Road. Despite its somewhat deteriorated condition, the house appears to be eligible for the National Register under Criterion A in the area of Exploration/Early Settlement and Criterion C in the area of Architecture.

(SJ4751) 2615 County Road 13 A. The house appears to be eligible for the National Register under Criterion A in the area of Exploration/Early Settlement and Criterion C in the area of Architecture.



5. *Local Recognition and Historic Preservation Ordinances*

Although *National Register* listing represents an important step in the recognition of historic resources, the most effective legal tool available for the protection of historic resources is the local historic preservation ordinance. Hundreds of communities throughout the nation have in recent years adopted historic preservation ordinances, contributing to the development of a sizeable body of legal precedent for such instruments. The exercise of governmental controls over land use is essentially the prerogative of local government and accordingly the protection of historic resources must rely upon local municipal enforcement. In Florida, the home-rule law permits local government to exercise such authority. Through the review and permitting processes, elected officials and staff can exercise some degree of authority in the protection of historic resources. Amendments enacted in 1980 to the National Historic Preservation Act encourage local governments to strengthen their legislation for the designation and protection of historic properties.

To be successful in encouraging additional historic preservation activity and protective measures in the Elkton and Hastings region, residents, property owners, and elected officials should maintain their awareness of the benefits associated with historic preservation. Hundreds of cities throughout the United States have enacted historic preservation ordinances and many municipal governments in Florida use those protective measures to recognize and protect historic areas, plan for future growth, and delay the demolition of historic resources before they are destroyed for new buildings, parking lots, or commercial properties. Although all preservation ordinances are similar in their statements of purpose, that is, they seek to recognize and protect historic resources, in practice they vary greatly in detail and scope. Some ordinances protect an entire property, that is, exterior and interior features, closely regulating additions, alterations, paint, associated outbuildings, and even fences. Other ordinances only protect exterior features, often without regard to paint and even permit minor alterations or additions. Model ordinances are available through the National Trust for Historic Preservation, the Bureau of Historic Preservation, and numerous municipal governments throughout Florida.

In 1999, the County of St. Johns adopted a Historic Preservation Ordinance, which created a Historic Resources Review Board (HRRB). The HRRB falls under the purview of Suzanne Konchan, Director of Growth Management Services, and is supervised currently by Robin Moore, RPA, St. Johns County Historic Resource Coordinator. Among its activities, the HRRB oversees the undertaking of architectural and archaeological surveys, reviews Certificates of Appropriateness (COAs), and recommends to the St. Johns County Board of County Commissioners individual buildings, historic districts, and sites for Landmark Designation. The Ordinance includes an archaeological ordinance (Section 3.01.05.B.1 of the St. Johns County zoning regulations, Article III, Special Districts, Sections 3.01.00-3.01.08 as established by St. Johns County Ordinance Book 23, Pages 72-81). Significant subsurface, archaeological remains almost certainly occur within Elkton and Hastings, and these resources could be impacted by future infrastructure improvements.

Ordinances such as the legal instrument enacted by the County of St. Johns includes standard features that have through experience proved useful in the preservation process and legally acceptable. Enacted through Section 3 of St. Johns County's Land Development Codes, the



Historic Preservation Ordinance has definitions; purpose; district boundaries; certificates of appropriateness; applications for demolition; maintenance of historic landmarks, historic sites, and properties in historic districts; and enforcement, penalties, and appeals. The County of St. Johns' Historic Preservation Ordinance includes a set of standards to apply in reviewing Certificates of Appropriateness (COAs) for architectural changes to individual landmarks and buildings within designated historic districts.

In a rural context such as found in Elkton and Hastings where the historic infrastructure is predominantly residential or farm-related and privately owned, the historic preservation ordinance, combined with intelligent zoning, is virtually the only instrument available to government for protecting significant architectural and historic resources. Elkton and Hastings's property owners and St. Johns County's Board of County Commissioners should continue to rely on its Historic Resources Review Board (HRRB) to review applications for alteration, demolition, and new construction within the Elkton and Hastings region. The HRRB, elected officials, and county staff should continue to inform the public about the ultimate purpose and value of historic preservation. The historic preservation ordinance is not an arbitrary and capricious exercise of municipal authority, but a necessary tool to preserve the region's cultural and architectural heritage and promote economic development in concert with the rehabilitation and restoration of historic buildings, thereby increasing economic value.

Historic preservation promotes economic development and creates jobs. The vast majority of officially-recognized individual historic buildings and those within historic districts have greater appreciation in value than those without it. The ultimate fate of Elkton and Hastings's remaining historic buildings should be carefully considered. **St. Johns County's HRRB should encourage public debate about future plans for the appearance of buildings and the cultural landscape at Elkton and Hastings.**

In conjunction with promoting the above-referenced Multiple Property Submission (MPS) and individual National Register listings in Elkton and Hastings, the County of St. Johns is encouraged to develop a local landmark designation for the individual buildings. Part of that activity should include design guidelines. The document should provide recommendations for the changes to the visual qualities of individual buildings. The guidelines should include the United States Department of the Interior's *Standards For Historic Preservation Projects with Guidelines for Applying the Standards*. The City of St. Augustine has adopted historic design guidelines, a scaled-back version of which may be appropriate for the Elkton and Hastings region. In addition, a set of statewide guidelines is available from the Florida Department of State, Bureau of Historic Preservation. These documents offer models to create design guidelines for the Elkton and Hastings region. Notwithstanding the models, the Elkton and Hastings region design guidelines should be based on consensus definitions determined by public meetings with property owners, residents, elected officials, and municipal staff of the unique features for specific buildings in the Elkton and Hastings region.



6. *Further Historic Preservation Actions*

In order to preserve the historic buildings that remain in Elkton and Hastings it is critical that the County and Historic Resources Review Board promote preservation. Without property owner and municipal support any preservation program will be hampered and delayed, or even doomed to fail. Physical changes made under the auspices of public agencies and departments, or by private property owners, should not compromise the historic integrity of buildings. In addition, a review of physical features, including street lights, utility poles, and street signs, should be pursued to insure their compatibility with the city's historic resources. The general rule for evaluating these types of features is that they should be as unobtrusive as possible.

Signs, commercial and public, constitute some of the most disruptive visual elements on the modern urban landscape. A commercial necessity and an aid to shoppers and visitors, signs should not be permitted to disrupt the landscape or diminish the integrity of surrounding architectural elements. Typically, modern signs within a historic district are pedestrian orientated, moderately sized, not illuminated or outlined with neon or similar lighting, and have no flashing or moving parts or changeable copy. Sign regulations for the County of St. Johns are located in Section 7 of the Land Development Codes. Properly fabricated and installed, signs can be visually pleasing and architecturally harmonious with surrounding elements. **Signage, advertising, and other promotional devices draw attention to historic buildings, and we recommend their installation. They should be erected to indicate Elkton and Hastings as historic places and be periodically updated along State Road 207 and County Road 13 South.**

The Florida Historical Marker Program makes available highway and street markers to identify historical events and historic places. These markers are another tool that contributes to historic preservation education programs. As the County continues to identify and recognize historic buildings and districts, we recommend that markers be installed in order to educate the public about these resources. The markers should share a common design and appearance that the public associates with a historic place. Typically, markers appear in the form of bronze or composite signs with a standardized, but distinctive shape employed by the Florida Department of State. A narrative describes a historical event that occurred in the vicinity, or calls attention to a building or other object of historical or architectural interest. These markers are typically implemented and installed in conjunction with the Bureau of Historic Preservation, which offers grant assistance for these projects. We encourage the County to combine its efforts with the City of Hastings and install historic markers in conjunction with the Bureau of Historic Preservation, which offers grant assistance for these projects. **Appropriate sites for additional markers to identify significant historical buildings and events at specific sites include the site of the Elkton Florida East Coast Railway depot, the original Hastings Homestead and Farm, the Leonard House in Hastings, Merrifield Farm, the Hastings Rosenwald School, the Rogero-Triay House, the Wetumpka Fruit Company Citrus Packing House, and the C. G. White House.**

For any proposed site, additional research should be conducted to confirm the most accurate and appropriate narrative and location. Matching funds from the Bureau of Historic Preservation are



available for markers that identify the county's heritage and historic buildings. The Florida Historical Marker Program, as maintained by Florida Department of State, Bureau of Historic Preservation, is an excellent and affordable means by which individuals and local communities may recognize historic sites in Florida (www.flheritage.com/preservation/markers). It is affordable because when local funds are available, state and local governmental agencies and nonprofit organizations may apply for matching grants from the Bureau of Historic Preservation to defray half the cost of markers and plaques. This program recognizes historic resources, persons and events that are significant in the areas of architecture, archaeology, Florida history and traditional culture by promoting the placing of historic markers and plaques at sites of historical and visual interest to visitors. Sites that have been recognized by these historical markers include historic buildings, battlefields, churches, roads, and places associated with significant persons. The Bureau of Historic Preservation has very detailed eligibility requirements and application and review procedures for the marker program.

Likewise, the exact, detailed, requirements for a resource to be considered either a Florida Heritage Site or a Florida Heritage Landmark are listed below (www.flheritage.com/preservation/markers). For a cultural resource to qualify as a Florida Heritage Site:

- 1) a building, structure or site must be at least 30 years old and have significance in the areas of architecture, archaeology, Florida history or traditional culture, or be associated with a significant event that took place at least 30 years ago;
- 2) resources associated with a historically significant person may qualify as a Florida Heritage Site 30 years after the death of the individual or 30 years after the event with which the person is associated (www.flheritage.com/preservation/markers);
- 3) the resource should visibly retain those physical characteristics that were present during the period for which it or the associated person is significant;
- 4) a moved building or structure may qualify as a Florida Heritage Site if the move was made 30 or more years ago, or the move was made to preserve the resource from demolition and reasonable attempts were made to ensure that the new setting is similar to the historical setting.

For a cultural resource to qualify as a Florida Heritage Landmark:

- 1) a building, structure or site must be at least 50 years old and have regional or statewide significance in the areas of architecture, archaeology, Florida history or traditional culture, or be associated with an event of statewide or national significance that took place at least 50 years ago (www.flheritage.com/preservation/markers);
- 2) resources associated with persons of regional or statewide historical significance may be recognized with Florida Heritage Landmark status 50 after the death of the individual or 50 years after the historical event with which the person is associated.
- 3) in certain cases, resources that are less than 50 years old but are significant at the statewide or national level also may qualify as a Florida Heritage Landmark;
- 4) the resource should visibly retain those physical characteristics that were present during the period for which it or the associated person is significant. A moved building or structure may still qualify as a Florida Heritage Landmark if the move was made 50 or more years ago, or the



move was made to preserve the resource from demolition and reasonable attempts were made to ensure that the new setting is similar to the historical setting.

Historic building plaques attached to the façades of dwellings and other buildings can heighten the awareness of residents and visitors about the region's heritage. **Similar in nature to a marker program, a building plaque program identifies dates of construction and other historical information pertaining to the County's historic buildings.** Various companies offer relatively inexpensive plaques and can be found in magazines such as *Architectural Digest*, *Old-House Journal*, and the National Trust's *Preservation News*. Plaque programs offer a good device for accomplishing a program of education. In sponsoring its plaque program, the City appears to have been well advised following established written and well defined criteria to govern the awards. The Historic Preservation Board is encouraged to award the plaques by a qualified jury or awards committee associated with or derived from the Board acting upon the established criteria. In the absence of such steps, the awards will become meaningless or, worse, controversial and possibly injure the preservation effort in the Elkton and Hastings region.

The County may also want to consider awarding certificates of merit and achievement to the owners of historic buildings who have met specific criteria for rehabilitation. Awards of this kind are often employed to encourage preservation by recognizing outstanding efforts by property owners, as well as to identify important sites and buildings. Effective preservation programs depend on the determination of property owners to maintain the historic character of their buildings. This can be promoted through tax credits, tax abatements, streetscape improvements to enhance civic pride, and by educating property owners about the significance and historic value of the buildings they own.

St. Johns County participated in the Great Floridians 2000 Program sponsored by the Florida Department of State and Florida League of Cities, but none of Elkton or Hastings personalities were included in the Program. Instead, numerous plaques recognized personalities in St. Augustine. Property owners, residents, and elected officials are encouraged to participate in the ongoing Great Floridian Program, which is presented annually in recognition of the outstanding achievements of men and women who have made significant contributions to the progress and welfare of this state. Under Florida Statute 267.0731, an ad hoc committee, comprised of representatives of the Governor, each member of the Florida Cabinet, the President of the Senate, the Speaker of the House of Representatives, and the Director of the Division of Historical Resources, meets to nominate citizens for designation as a Great Floridian. Following that, the Florida Secretary of State selects no fewer than two nominees to be officially named a Great Floridian. Since the program began, thirty-two persons have been designated Great Floridians. Unlike the Great Floridians 2000 Program, which was completed in 2000 and only recognized deceased personalities, the current Great Floridian Program may designate either living or deceased individuals.

Publications are important tools for educating property owners and visitors of the history of the region and the benefits of historic preservation. Over the two decades, numerous publications have appeared on St. Augustine and St. Johns County, but most of those showcase the architecture of St.



Augustine and provide relatively little information on the farming traditions and heritage of southwest St. Johns County. For instance, a 2009 publication with 96 pages on St. Augustine and St. Johns County devotes one page each to the Elkton/Moccasin Branch and Hastings region. **The County, the City of Hastings, the St. Johns County Visitor Convention Bureau, and the St. Augustine Historical Society should consider publishing a pamphlet or guidebook of southwest St. Johns County.** A 2006 DVD on Hastings and southwest St. Johns County by long-time resident Greg Leonard, along with this report, could serve as the basis for the publication. The publication should include a brief history, photographs of significant buildings that still stand and lost landmarks, maps, biographical sketches of people who contributed to the development of the region, and other themes that could also be briefly, but appropriately addressed in a well-designed and written pamphlet or guidebook. Grants are available through the Florida Department of State to offset some of the costs required to publish historical pamphlets and guidebooks.

Current state law requires all units of local government to adopt a comprehensive plan that provides guidelines for land use decisions. Under the present law, a historic preservation and scenic element is permitted as an optional element in the comprehensive plan. The element should identify historic and cultural resources and prescribe policies for managing them. As a part of a comprehensive plan, an effective preservation element integrates plans to preserve and enhance historic resources with plans designed to improve and manage other community elements, such as housing, transportation, and utilities. The majority of decisions or actions taken by governments, developers, and residents about a region's physical character affect historic resources. If the historic fabric of a county is to be guarded, those resources must be taken into consideration in the planning process. The plan should encourage public agencies that make decisions or take actions affecting buildings, streets, and physical appurtenances such as lighting and signs to consider preservation goals and policies. A county that uses its comprehensive plan wisely can make optimal use of its land use regulation authority to protect and enhance its historic and cultural resources. The completion of this survey facilitates the updating of a historic preservation element and significantly reduces its cost. Furthermore, grants are available for this purpose through the Florida Department of State. The Florida Department of Community Affairs also issues grant funds for that purpose.

By ordinance, the County of St. Johns adopted the 2004 Florida Existing Building Code with 2006 Supplements to govern the physical specifications for historic buildings. Modern code requirements relating to such elements as exterior wall siding, plumbing, electrical, air conditioning, access, insulation, and material type (particularly roofing material) may jeopardize the architectural integrity of a qualified historic building that is undergoing rehabilitation. Chapter 10, Section 1003.1 of the code specifies that the "...historic preservation goal of this code shall be to minimize damage to and loss of historic structures, their unique characteristics and their contents as follows.

1. Maintain and preserve original space configurations of historic buildings.
2. Minimize alteration, destruction or loss of historic fabric or design."

Elsewhere in the chapter, the 2004 code stipulates that "Removal or alteration of any historic material or distinctive architectural features shall be minimized" (Section 1003.2).



It is important to note that exceptions under the code are granted only to those buildings designated under federal, state, or local jurisdiction as “historic,” which commonly is interpreted as properties listed in the National Register, contributing resources in a National Register Historic District, resources determined eligible for listing or contributing to a historic district by the State Historic Preservation Officer (SHPO), or recognized by a local historic preservation ordinance. **Through its respective building codes and historic preservation ordinances, we recommend that the county government continue to encourage the appropriate occupancy and re-use of historic buildings, and discourage their replacement, demolition, neglect, or radical alteration.**

The introduction of unharmonious elements within a historic setting may destroy the integrity of a historic resource. Historic architectural controls are merely a special kind of zoning and should be considered a reasonable regulation of property applied in the interest of a city. Zoning is the most common historic preservation tool and one that presents significant dangers to historic resources if it is wrongfully applied.

The conversion of residential buildings into professional office space, or the introduction of commercial buildings into a residential neighborhood often leads to a change in the character of a neighborhood, or even its eventual demise. The harmful effects of re-zoning residential neighborhoods for office use become painfully apparent when multiple properties are leased or sold rapidly, or buildings lie vacant for indefinite periods of time. Eventually, historic buildings can become so modified that they retain little of the architectural integrity they once displayed. The adaptation of numerous dwellings into offices can eventually compromise the historic character of an entire neighborhood. Sensitive zoning restricts land use and can effectively preserve the fabric and character of historic districts and buildings.

7. Private and Voluntary Financial and Legal Techniques

A variety of legal and financial incentives and instruments are available for use by governments and citizens to assist in preservation efforts. Some are already provided through federal or state law or regulations; others must be adopted by a local government. In most cases, the instruments that local government and residents can employ in the preservation process are familiar devices in real estate and tax law.

Voluntary preservation and conservation agreements represent the middle ground between the maximum protection afforded by outright public ownership of historical or environmentally significant lands and the sometimes minimal protection gained by government land use regulation. For properties that are unprotected by government land use regulation, a voluntary preservation agreement may be the only preservation technique available. For other properties, government regulation provides a foundation of protection. The private preservation agreement reinforces the protection provided under a local ordinance or other land use regulation.

Voluntary preservation agreements have been used for decades to protect property for private, public, and quasi-public purposes. Before the advent of zoning, many of the covenants and



development restrictions used in modern condominium or subdivision declarations were used to address such fundamental zoning concerns as commercial and industrial uses of property or even the sale of alcoholic beverages and other illicit purposes. With the advent of the “scenic highway movement” of the 1930s, easements were used to protect views along highways such as the Blue Ridge Parkway, the George Washington Memorial Parkway, and the Great River Road along the Mississippi River.

Because of federal tax considerations, the charitable gift of a preservation easement is the most commonly used voluntary preservation technique. A preservation easement is a voluntary legal agreement between a property owner or “grantor” and a preservation organization, such as a local non-profit historical society, the National Trust for Historic Preservation, or a unit of government (“holding organization” or “grantee”). The easement results in a restriction placed against the future development of a property. In use as a historic preservation instrument, the easement is usually placed with a non-profit organization that is qualified to maintain it over a period of time. Tax advantages are available for many easements. Federal law permits, for example, the donation of a façade easement for the purpose of preserving the exterior integrity of a qualified historic building. Scenic or open space easements are used to preserve archaeological sites. Easements often carry with them tax consequences that can result in the reduction of payments to a county property appraiser for the part of a building or property covered by an easement.

Mutual covenants are agreements among adjacent property owners to subject each participating property owner’s land to a common system of property maintenance and regulation. Typically, such covenants regulate broad categories of activity, such as new construction with view sheds, clear cutting of trees or other major topographical changes, subdivision of open spaces, and major land use changes. Such control is critical in historic areas that involve substantial amounts of open space, where development of the land would irreversibly damage the historic character of an area.

The purchase of development rights, equivalent to an easement, involves the acquisition of certain rights to a property. The value of the development right is defined as the difference between the property’s market value and its useful value. The transfer of development rights is another legal instrument employed to protect historic resources, such as archaeological sites, by permitting the right to develop a property to be transferred to another location, sparing the original property from destruction or alteration.

Charitable gifts have traditionally played an important role in preserving historic properties. Broadly stated, a taxpayer is entitled to a charitable contribution deduction for income, estate and gift tax purposes for the amount of cash or the fair market value of property donated to charity during the taxable year. Familiarity with the income, estate, and gift tax treatment of charitable gifts is essential to understanding the opportunities that are available through use of this device for historic preservation purposes.

A revolving fund, normally administered by a non-profit or governmental unit, establishes a monetary basis on which property can be bought, improved, maintained, and sold. Revolving fund monies are subsequently returned and reused. The funds act to create a new economic and social force in a county.



8. *Federal Financial Incentives and Programs*

Rehabilitation tax credits are available from the federal government for the expenses incurred in the rehabilitation of an income-producing qualified historic building. The 1986 Tax Reform Act provides for a 20 % credit for certified historic structures and a 10% credit for non-contributing structures built before 1936. Despite some of the severe restrictions placed upon the use of real estate and other forms of tax shelter in the 1986 law, the tax credit increases the attractiveness of old and historic building rehabilitation by virtually eliminating all forms of competing real estate investment, with the exception of the low-income housing tax credit.

The 1986 Act opens new opportunities for the nonprofit organization to become involved in real estate. The Act's extension of the depreciation period for real estate considerably reduces the penalties enacted in the Tax Reform Act of 1984 to discourage taxpayers from entering into long-term leases or partnerships with tax-exempt entities. Those penalties had the effect of hampering partnerships between nonprofit and government agencies and private developers.

In addition, an increasing emphasis on "economic" incentives, rather than tax-driven benefits, that is a result of the 1986 Act's limitations on the use of tax shelter and the 10 percent set-aside for nonprofit sponsors under the new low-income housing tax credit, ensures that tax-exempt organizations will participate increasingly in rehabilitation projects. The legal change has opened new and innovative ownership and tax structuring and financing opportunities for both the development community and nonprofit preservation organizations.

Low-income housing credits, enacted in 1986, provide for special relief for investors in certain low-income housing projects of historic buildings.

The Federal Community Development Block Grant program permits the use of funds distributed as community block grants for historic preservation purposes.

9. *State Incentives and Programs*

The Florida Legislature has enacted a number of statutes designed to stimulate redevelopment in areas defined variously as blighted, slums, or enterprise zones. Since such areas are often rich in older or historic building stock, the statutes provide a major tool for preservation and rehabilitation. State incentives encouraging revitalization of areas defined as enterprise zones include:

The Community Contribution Tax Credit, which is intended to encourage private corporations and insurance companies to participate in revitalization projects undertaken by public redevelopment organizations in enterprise zones. This credit explicitly includes historic preservation districts as both eligible sponsors and eligible locations for such projects. The credit allows a corporation or insurance company a 55¢ refund on Florida taxes for each dollar contributed up to a total contribution of \$400,000, assuming the credit does not exceed the state tax liability.



Tax increment financing provides for use of the tax upon an increased valuation of an improved property to amortize the cost of the bond issue floated to finance the improvement. Tax increment financing can effectively pay for redevelopment by requiring that the additional ad valorem taxes generated by the redeveloped area be placed in a special redevelopment trust fund and used to repay bondholders who provided funding at the beginning of the project. This device is often used in commercial or income-producing neighborhoods.

State and local incentives and programs encouraging revitalization not only of enterprise zones, slums, or blighted areas, but of historic properties in general include the reduced assessment and transfer of development rights provisions listed above and, most notably, Industrial Revenue Bonds.

Amendment 3, enacted by Florida's voters in November 1992, permits units of municipal government to enact legislation that offers short-term property tax abatement to property owners who rehabilitate certified historic buildings. The County of St. Johns should enact this legislation to assist qualified property owners to achieve the maximum benefit from the tax abatement. The legislation offers up to a 100% ten-year tax abatement on certified improvements made to a historic property. Property owners of historic buildings in the Elkton and Hastings region and St. Johns County should be apprised of the benefits of the legislation model, which is available through the Bureau of Historic Preservation.

Other recommended historic preservation incentives include (1) job creation incentive credits; (2) economic revitalization tax credits; (3) community development corporation support programs; (4) sales tax exemption for building materials used in rehabilitation of real property in enterprise zones; (5) sales tax exemption for electrical energy used in enterprise zones; and (6) credit against sales tax for job creation in enterprise zones.

While many of the incentives and programs listed above appear directed toward areas defined as slums or blighted, preservationists cannot overlook the economic encouragement they offer for the rehabilitation of historic structures and districts falling within these definitions. Moreover, there are significant incentives among them which are available to historic properties and districts without regard to blight or urban decay. These include the Community Contribution Tax Credit and Tax Increment Financing.

10. Private Actions

Financial incentives provide the most persuasive argument for historic preservation. Federal tax incentives for historic preservation, which provided a major impetus for rehabilitation of historic buildings in the early-1980s, experienced changes in the Tax Reform Act of 1986. Although the credits for rehabilitation were lowered in the new law, they still offer an attractive investment incentive, particularly for owners who have depreciated their property over a number of years.

Through the Department of State, the State of Florida became increasingly active in historic preservation during the 1980s, accelerated its grants program in the closing decade of the twentieth



century, experienced smaller revenues after the collapse of the “.com” era and terrorist attacks associated with September 11, 2001. Despite those temporary setbacks, Florida continues to spend more dollars on historic preservation than any other state in the nation. Through the Bureau of Historic Preservation, the Florida Department of State is responsible for dispersing state preservation dollars. It provides funding for various types of projects, including acquisition and development; education; and survey and registration. The County of St. Johns should remain on the mailing list of the Bureau of Historic Preservation and apply for grants for appropriate projects, such as National Register Nominations, ordinances and design guidelines, and publications. Any public or private organization that seeks current information on available loans, grants, and funding sources or programs for historic preservation is advised to inquire with:

Fred Gaske, Director
Division of Historical Resources
R. A. Gray Building
Tallahassee, Florida 32399

Cultural Resources
National Park Service
U.S. Department of the Interior
Washington, D.C. 20240

Florida Trust for Historic Preservation
P.O. Box 11206
Tallahassee, Florida 32302

National Trust for Historic Preservation
1785 Massachusetts Avenue N.W.
Washington, D.C. 20036

Among the projects for which funding may be sought are: updating and conducting surveys of architectural and archaeological resources, preparation of *National Register* Nomination Proposals, updating historic preservation ordinance and accompanying guidelines, completion of a Historic Preservation Element to the Comprehensive Plan, acquisition of culturally significant properties, rehabilitation of historic structures, and the publication of brochures, books, and videos on local heritage and architecture. There are also a variety of programs available for community development under the auspices of the Department of Housing and Urban Development. Information on the status of the various programs and their relation to historic preservation programs should be obtained through the Florida Department of Community Affairs.





Fig. 86.—Harvesting Potatoes in the Hastings Area

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Appendix 1:

FMSF Survey Log Sheet With Map

Ent D (FMSF only)___/___/___



Survey Log Sheet

Florida Site Master File

Version 2.0 9/97

Survey # (FMSF only)_____

Consult *Guide to the Survey Log Sheet* for detailed instructions.

Identification and Bibliographic Information

Survey Project (Name and project phase) The Elkton Hastings Historic Farmstead Survey, St. Johns County, Florida / Phase I

Report Title (exactly as on title page) The Elkton Hastings Historic Farmstead Survey, St. Johns Co., Florida

Report Author(s) (as on title page— individual or corporate; last names first) Bland, Myles and Johnston, Sidney

Publication Date (year) 2009 Total Number of Pages in Report (Count text, figures, tables, not site forms) _____

Publication Information (If relevant, series and no. in series, publisher, and city. For article or chapter, cite page numbers. Use the style of *American Antiquity*: see *Guide to the Survey Log Sheet*.) Bland & Associates, Inc. Report of Investigations No. 415. Report on file, DHR-FMSF, Tallahassee.

Supervisor(s) of Fieldwork (whether or not the same as author[s]; last name first) Johnston MA, Sidney

Affiliation of Fieldworkers (organization, city) Bland & Associates, Inc. (BAI)

Key Words/Phrases (Don't use the county, or common words like *archaeology*, *structure*, *survey*, *architecture*. Put the most important first. Limit each word or phrase to 25 characters.) Hastings / Elkton / St. Johns County Miscellaneous Contract (2008) / potato farming / historic farmsteads

Survey Sponsors (corporation, government unit, or person who is directly paying for fieldwork)

Name St. Johns County Board of County Commissioners

Address/Phone 2740 Industry Center Road, St. Augustine, Florida 32084 / Phone: 904-209-0150

Recorder of *Log Sheet* Myles Bland, RPA No. 10650 Date *Log Sheet* Completed 05 / 01 / 09

Is this survey or project a continuation of a previous project? ☒ No ☐ Yes: Previous survey #(s) [FMSF only] _____

Mapping

Counties (List each one in which field survey was done - do not abbreviate; use supplement sheet if necessary) St. Johns County

USGS 1:24,000 Map(s):Map Name/Date of Latest Revision (use supplement sheet if necessary): Hastings, FL (1988); Elkton, FL (1992); Spuds, FL (1980)

Description of Survey Area

Dates for Fieldwork: Start 08 / 15 / 08 End 04 / 15 / 09 Total Area Surveyed (fill in one) _____ hectares 5,000+/- acres

Number of Distinct Tracts or Areas Surveyed 5

If Corridor (fill in one for each): Width _____ meters _____ feet Length _____ kilometers _____ miles

HR6E06610-97 Florida Master Site File, Division of Historical Resources, Gray Building, 500 South Bronough Street, Tallahassee, Florida
32399-0250

Phone 850-487-2299, Suncom 277-2299, FAX 850-921-0372, Email fmsfile@mail.dos.state.fl.us, Web <http://www.dos.state.fl.us/dhr/msf/>

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Survey Log Sheet of the Florida Master Site File

Research and Field Methods

Types of Survey (check all that apply): ☐ archaeological ☒ architectural ☒ historical/archival ☐ underwater ☐ other: _____

Preliminary Methods (Check as many as apply to the project as a whole. If needed write others at bottom).

☒ Florida Archives (Gray Building) ☒ library research- *local public* ☒ local property or tax records ☒ windshield
☒ Florida Photo Archives (Gray Building) ☒ library-special collection – *nonlocal* ☒ newspaper files ☒ aerial photography
☒ FMSF site property search ☒ Public Lands Survey (maps at DEP) ☒ literature search
☒ FMSF survey search ☒ local informant(s) ☒ Sanborn Insurance maps
☒ other (describe) Aerial & historic photographs / title & deed records / historic maps / city and library files

Archaeological Methods (Describe the proportion of properties at which method was used by **writing in** the corresponding letter. Blanks are interpreted as “None.”)

F(ew: 0-20%), **S**(ome: 20-50%); **M**(ost: 50-90%); or **A**(ll, Nearly all: 90-100%). If needed write others at bottom.

☒ Check here if **NO** archaeological methods were used.

___ surface collection, controlled ___ other screen shovel test (size: ___) ___ block excavation (at least 2x2 M)
 ___ surface collection, uncontrolled ___ water screen (finest size: ___) ___ soil resistivity
 ___ shovel test-1/4” screen ___ posthole tests ___ magnetometer
 ___ shovel test-1/8” screen ___ auger (size: ___) ___ side scan sonar
 ___ shovel test 1/16” screen ___ coring ___ unknown
 ___ shovel test-unscreened ___ test excavation (at least 1x2 M)
 ___ other (describe): _____

Historical/Architectural Methods (Describe the proportion of properties at which method was used by **writing in** the corresponding letter. Blanks are interpreted as “None.”)

F(ew: 0-20%), **S**(ome: 20-50%); **M**(ost: 50-90%); or **A**(ll, Nearly all: 90-100%). If needed write others at bottom.

☐ Check here if **NO** historical/architectural methods were used.

___ A building permits ___ A demolition permits ___ A neighbor interview ___ A subdivision maps
 ___ A commercial permits ___ A exposed ground inspected ___ A occupant interview ___ A tax records
 ___ interior documentation ___ A local property records ___ A occupation permits ___ unknown
 ___ other (describe): _____

Scope/Intensity/Procedures Structure survey of historic farmsteads in the Elkton and Hastings areas of unincorporated St. Johns County / period under investigation was 19th century 1920 / new & previously recorded historic structures recorded & updated with SMARTFORM II forms / very large rural area surveyed

Survey Results (cultural resources recorded)

Site Significance Evaluated? ☒ Yes ☐ No If Yes, circle NR-eligible/significant site numbers below.

Site Counts: Previously Recorded Sites 38 (all updated with Smartforms) Newly Recorded Sites 6

Previously Recorded Site #'s (List site #'s without “8.” Attach supplementary pages if necessary) _____

38 - all updated with Smartforms - see report

Newly Recorded Site #'s (Are you sure all are originals and not updates? Identify methods used to check for updates, ie, researched the FMSF records. List site #'s without “8.” Attach supplementary pages if necessary.) SJ5430 thru SJ5435; FMSF TRS checks in 2008.

Site Form Used: ☒ SmartForm ☐ FMSF Paper Form ☐ Approved Custom Form: Attach copies of written approval from FMSF Supervisor.

DO NOT USE *****SITE FILE USE ONLY*****DO NOT USE

BAR Related

☐ 872 ☐ 1A32
☐ CARL ☐ UW

BHP Related

☐ State Historic Preservation Grant
☐ Compliance Review: CRAT

ATTACH PLOT OF SURVEY AREA ON PHOTOCOPIES OF USGS 1:24,000 MAP(S)

HR6E06610-97 Florida Master Site File, Division of Historical Resources, Gray Building, 500 South Bronough Street, Tallahassee, Florida
 32399-0250

Phone 850-487-2299, Suncom 277-2299, FAX 850-921-0372, Email fmsfile@mail.dos.state.fl.us, Web http://www.dos.state.fl.us/dhr/msf/

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Appendix 2:

List of No Longer Extant and Inaccessible Historic Structures

Appendix 2:

The following is a list of no longer extant, historic buildings in the survey area which was compiled from the 2008 -2009 BAI field survey, and reconciled with previously recorded buildings inventoried by the property appraiser and recorded in the Florida Master Site File (FMSF). In some cases, no building occupies the site of the previously recorded cultural resource; in other cases, a new (or relatively modern building) stands at the location. These numbers represent actual, previously recorded, historic structures which are no longer present at their former, reported locations. It should be noted that the addresses listed below are replicated herein exactly, in order match what is recorded on the current property card for each resource.

In addition, the status of three resources listed below is unknown; these resources could not be accessed, or seen, from a public right-of-way (ROW).

<u>Status</u>	<u>Address</u>
Destroyed	7695 Hub Bailey Road
Inaccessible	3650 South County Road 13 K
Inaccessible	5105 St. Ambrose Church Road
Inaccessible	5475 St. Ambrose Church Road

Appendix 3:
Reconciled Historic Structure Addresses and FMSF Numbers

Appendix 3:

Over the years, numerous historic preservation projects have been conducted within St. Johns County. As a result, some cultural resources have invariably been assigned FMSF numbers one more than one occasion. These ‘double-assigned’ or ‘also known as’ (aka) FMSF numbers are listed below. If the building still exists, per current FMSF policy, BAI is using the lower value, assigned FMSF number for each of these resources; all FMSF forms have been updated accordingly.

It should be noted that all ‘scrambled’ FMSF forms were also routinely corrected in coordination with the FMSF during the ongoing course of the project, as they were discovered.

Double Assignments – FMSF Number Reconciliation

SJ2582 / SJ4163 (RN 45)
SJ2869 / SJ4159 (RN 9)
SJ2870 / SJ4157 (RN 44)

APPENDIX 4:

All Resources Recorded / Updated During the Current Project

RN	FMSF	ADDRESS	STYLE	DATE	MOVES; ADDITIONS; USES	HISTORIC NAME	DIST	IND PE
1	SJ04266	8515 So. CR 13 So.	Frame Vernacular	c. 1919			Non-Contribut	No
2	SJ04168	9095 Reid Packing House Rd	Frame Vernacular	c. 1904		Henry McCollough House	Non-Contribut	No
3	SJ02927	5050 Luther Beck Rd	Frame Vernacular	c. 1905	hall c.1905-1975; residence c. 1975-present (moved)	Hastings American Legion Hall	Non-Contribut	No
4	SJ04164	8655 White Tower Rd	Bungalow	c. 1917		Connor-Flake House	Non-Contribut	No
5	SJ02873	8455 Reid Rd	Frame Vernacular	c. 1915			Non-Contribut	No
6	SJ05430	7550 Hub Bailey Rd	Frame Vernacular	c. 1902		Warren H. Erwin House	Non-Contribut	No
7	SJ04152	7467 Hub Bailey Rd	Frame Vernacular	c. 1904		David L. Dunham House	Non-Contribut	No
8	SJ02567	7980 No. White Tower Rd	Frame Vernacular	c. 1910			Non-Contribut	No
9	SJ02869	8270 Smith Rd	Frame Vernacular	c. 1910		Millie Smith House	Non-Contribut	No
10	SJ04160	490 George Miller Rd	Frame Vernacular	c. 1902		White-Riley-Harris House	Non-Contribut	No
11	SJ05431	6210 CR 13 So.	Frame Vernacular	c. 1901		Mason-Benedict-DuPont-Coe House	Non-Contribut	No
12	SJ04213	6235 CR 13 So.	Frame Vernacular	c. 1916			Non-Contribut	No
13	SJ02596	6234 CR 13 So.	Frame Vernacular	c. 1899		DuPont-Curtis-Briggs House	Non-Contribut	Yes
14	SJ02595	6285 CR 13 So.	Frame Vernacular	c. 1905		Case-McElveen-Seither House	Non-Contribut	Yes
15	SJ02594	6325 CR 13 So.	Frame Vernacular	c. 1910			Non-Contribut	No
16	SJ02593	25 Register Burrell Rd	Frame Vernacular	c. 1903	church c. 1903- 1925; Roberts House 1925-present	St. Johns Meth. Episcopal, & No./Yankee Church	Non-Contribut	Yes
17	SJ02592	6375 CR 13 So.	Frame Vernacular	c. 1910	parsonage	St. Johns Meth. Episcopal Church, North	Non-Contribut	Yes
18	SJ02591	6385 CR 13 So.	Frame Vernacular	c. 1905			Non-Contribut	No
19	SJ02587	8300 Hastings Blvd	Frame Vernacular	c. 1899			Non-Contribut	No
20	SJ02586	8330 Hastings Blvd	Frame Vernacular	c. 1910			Non-Contribut	No
21	SJ02572	6720 CR 13 So.	Frame Vernacular	c. 1895		Taylor-Miller House	Non-Contribut	Yes
22	SJ02585	8370 Hastings Blvd	Frame Vernacular	c. 1898		White-Hickok-Minton House	Non-Contribut	Yes
23	SJ02583	8650 Hastings Blvd	Frame Vernacular	1895		Leonard House	Non-Contribut	No
24	SJ02578	6155 Leonard Rd	Frame Vernacular	c. 1910		Leonard House	Non-Contribut	No
25	SJ05432	8701 Hastings Blvd	Frame Vernacular	c. 1900		White-Bugbee House	Non-Contribut	No
26	SJ04252	8595 Barrel Factory Rd	Amer 4 Square	c. 1900			Non-Contribut	No
27	SJ04251	8700B Barrel Factory Rd	Frame Vernacular	c. 1895		Bentley-Minton House	Non-Contribut	No
28	SJ02846	7250 SR 207	Frame Vernacular	c. 1909			Non-Contribut	No
29	SJ02564	7270 Old SR 207	Frame Vernacular	c. 1883	addition c. 1900	NR Listed 2001	Non-Contribut	Yes
30	SJ03044	5997C Don Manuel Rd	Frame Vernacular	c. 1890		Masters House	Non-Contribut	No
31	SJ03042	5725 Don Manuel Rd	Frame Vernacular	c. 1900			Non-Contribut	No
32	SJ02866	5730 St. Ambrose Church Rd	Queen Anne	c. 1912			Non-Contribut	No
33	SJ04751	2615 CR 13A	Frame Vernacular	c. 1860	moved c. 1868	Rogero-Triay House	Non-Contribut	Yes
34	SJ02867	5775 Scoville Rd	Bungalow	c. 1912		Scoville House	Non-Contribut	Yes
35	SJ04066	4740 St. Ambrose Church Rd	Frame Vernacular	c. 1900			Non-Contribut	No
36	SJ04063	4630 St. Ambrose Church Rd	Frame Vernacular	c. 1900			Non-Contribut	No

RN	FMSF	ADDRESS	STYLE	DATE	MOVES; ADDITIONS; USES	HISTORIC NAME	DIST	IND PE
37	SJ05433	5105 St. Ambrose Church Rd	Frame Vernacular	c. 1907			Non-Contribut	No
38	SJ02921	5935 Middleton Rd	Frame Vernacular	c. 1908		Middleton House	Non-Contribut	No
39	SJ02920	4855 SR 207	Frame Vernacular	c. 1911			Non-Contribut	No
40	SJ02919	4865 SR 207	Frame Vernacular	c. 1911			Non-Contribut	No
41	SJ05434	8650A Hastings Blvd	Frame Vernacular	c. 1915		Leonard Barn	Non-Contribut	No
42	SJ05435	8650B Hastings Blvd	Frame Vernacular	c. 1915		Leonard Shed	Non-Contribut	No
43	SJ02870	8410 Smith Rd	Frame Vernacular	c. 1895		Stevens-Badger-Burrell House	Non-Contribut	Yes
44	SJ02582	5925 Leonard Rd	Frame Vernacular	c. 1907		Wetumpka Fruit Co. Citrus Packing House	Non-Contribut	Yes
		Note: Blue Nos. Are BAI Assigned (2009) Nos.						
		Black Numbers are updates						